What Mileage Rate For Tank Cars? — p. 42

March 21, 1960

RAILWAY AGE *weekly*

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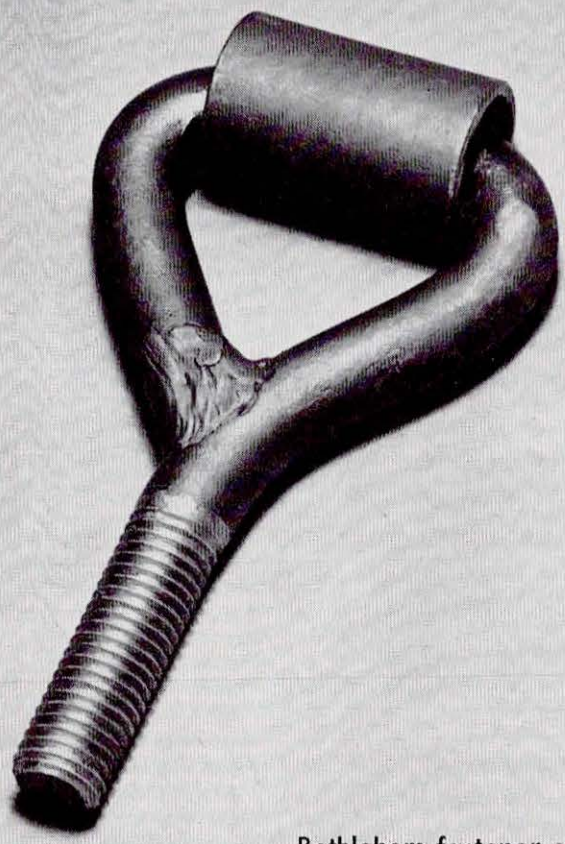

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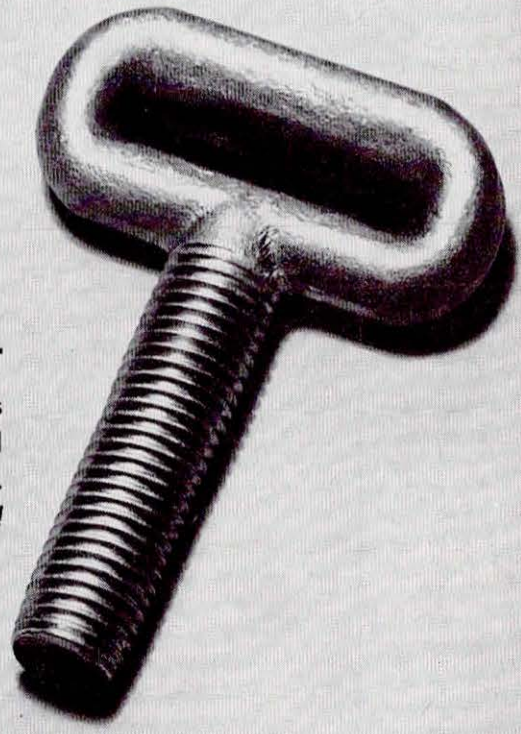

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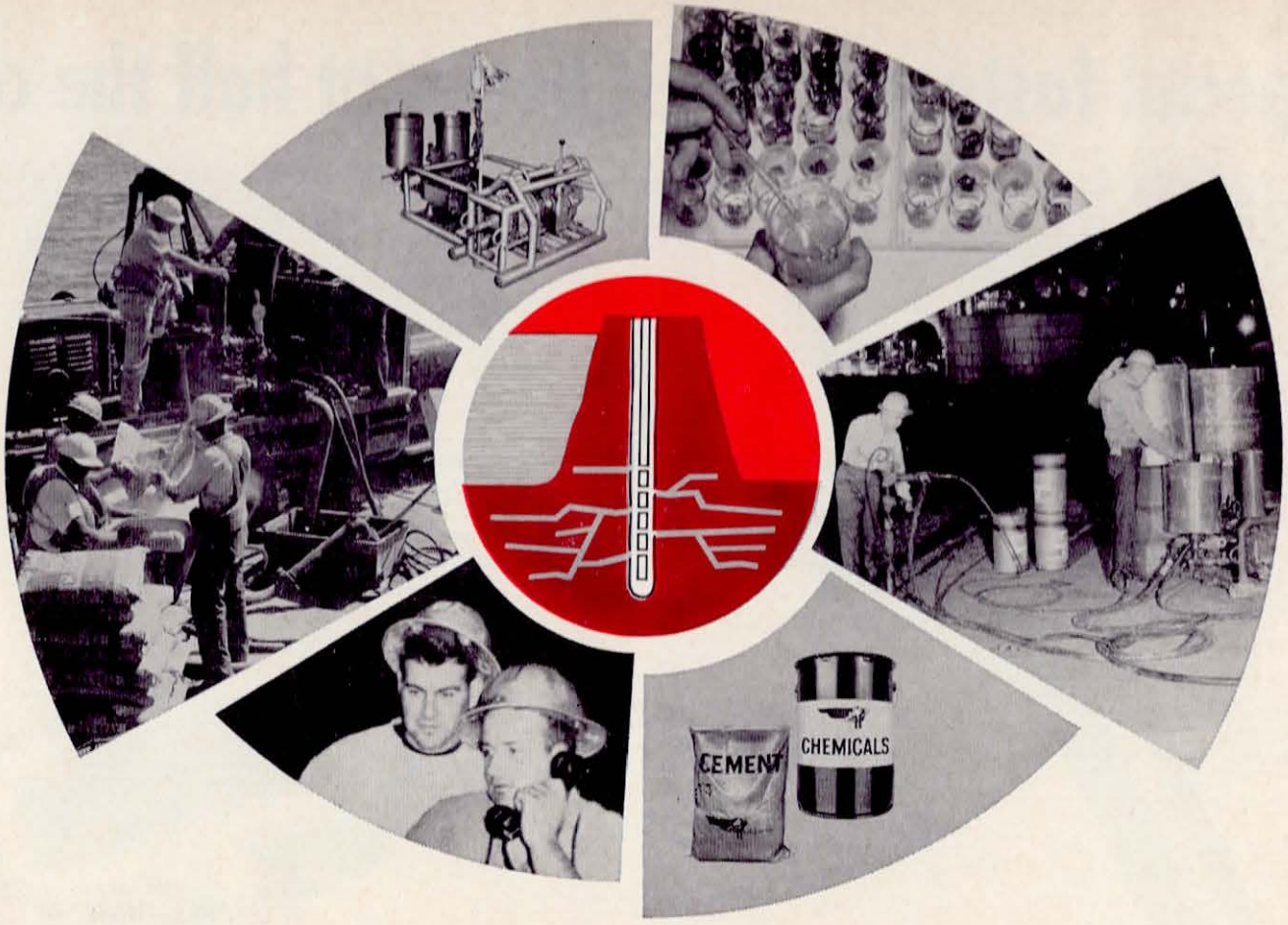

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Week at a Glance

Departments

Current Questions 18
Freight Car Loadings 35
New Equipment 35
New Products Report 30
People in the News 36
Railroading After Hours ... 29
Railway Market 35
Supply Trade 36
The Action Page 42
Watching Washington 10
You Ought to Know 40

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Soo Line, WC, DSS&A OK merger ..... p. 9

Directors of the three roads have approved unification. Next step: stockholder approval to be sought May 17. Annual savings of $1,260,000 are anticipated.

ERPC: 'Accentuate the positive' p.14

At a recent meeting in New York, officers of the organization's 25 community relations committees were given plenty of ammunition to back up their 1960 public relations program.

Cover Story—PRR ore cars are tailor-made p.20

The cars cost less, and carry more payload, than conventional hopper cars on trucks of the same capacity. Maintenance costs are expected to be about 25% lower. The Pennsylvania just completed 1,000 of the cars at its Samuel Rea shop.

Why the Illinois Central's PTM is optimistic p.26

The road's 1959 passenger revenues topped those of the previous year by more than $1,000,000. Passenger Traffic Manager Emmit Holmes attributes this happy situation to the IC policy of providing the best service possible.

Mueller Report: 78 remedies p.31

Twenty of the 78 recommendations that have come out of the Commerce Department's transport study would require legislation—but early action by Congress appears to be unlikely. The recommended approach is "gradualism, with adequate time to adapt to change. . ."

Engineers hear about problems, solutions p.38

Plain talk by top management men on challenges facing engineering and maintenance-of-way officers highlighted the annual convention of the American Railway Engineering Association in Chicago last week.

The Action Page—What mileage rates for tank cars? p.42

There's a project in the works to increase the mileage rate railroads pay on privately owned tank cars. It may be, as an expedient, that such a change is desirable. A higher rate, however, might constitute overpayment for smaller and older cars while falling short of being compensatory for new, larger cars.

New York Central's Frontier Yard, East Buffalo, N.Y.

New York Central builds 48-foot tower with modern concrete masonry!

The New York Central has built three towers similar to this one. Five stories high, this retarder tower is one of the highest buildings in the country with bearing walls of concrete masonry. Its floors—both precast and cast-in-place lightweight concrete—frame into the masonry walls built to carry the load.

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The New York Central's use of concrete masonry towers (painted pastel colors) is just one way progressive railroads use concrete to get construction versatility and lower costs.

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Week at a Glance CONT.

Current Statistics

Operating revenues	
1 mo., 1960	$789,265,270
1 mo., 1959	784,161,653
Operating expenses	
1 mo., 1960	633,867,856
1 mo., 1959	644,544,329
Taxes	
1 mo., 1960	84,362,913
1 mo., 1959	78,905,591
Net railway operating income	
1 mo., 1960	43,566,271
1 mo., 1959	36,093,881
Net income estimated	
1 mo , 1960	30,000,000
1 mo., 1959	21,000,000
Average price railroad stocks	
Mar. 15, 1960	95.08
Mar. 16, 1959	109.95
Carloadings, revenue freight	
9 wks., 1960	5,236,932
9 wks., 1959	5,162,704
Freight cars on order	
March 1, 1960 ..	46,323
March 1, 1959 ..	28,789
Freight cars delivered	
2 mos., 1960	7,900
2 mos., 1959	4,426

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Short and Significant

Double-track, vertical-lift span . . .

billed as the largest ever to be floated into place, is now installed on PRR's Delaire Bridge across the Delaware River at Philadelphia. Tides, which average 7 ft in the area, were harnessed to raise the 2,670-ton structure into position as well as to remove the present 533-ft span it replaces. During the three-day span project completed March 18, 11 daily passenger trains were diverted to bus connections at Camden, while 10 daily freights were detoured to the PRR main line bridge at Trenton.

Diversification into other forms of transport . . .

was cited last week by U. S. Freight President Morris Forgash as the reason his company is buying a 25% interest in American Export Lines, Inc. If the purchase is approved by the Federal Maritime Board (which regulates U.S. Freight's foreign subsidiary as well as American Export as a steamship line receiving subsidies), Mr. Forgash is reported to be in line to become American Export's board chairman.

Spread of a strike ballot . . .

was being considered by the ORC&B last week, after the apparent failure of efforts to reach a standby agreement which would base a settlement on the results of arbitration in the BLE wage case. Both unions are demanding a 12% increase, but the ORC&B is also asking for an additional 1.6% and it was this factor that soured the deal, according to the union. SUNA, also pushing a 12% demand, has already polled its members on strike action.

Negligence on the part of the truck driver . . .

was blamed by a coroner's jury in the collision of Santa Fe's "San Francisco Chief" and a loaded petroleum tanker at a grade crossing near Bakersfield, Calif., March 1. The nine-man panel heard testimony from 12 witnesses before reaching a decision, in its probe of the accident which killed 14.

A special public relations meeting . . .

to consider labor-management relations will be held by the Railroad Public Relations Association March 27-30 at Hotel Maraine-on-the-Lake, Highland Park, Ill. Various phases of the subject will be covered by public relations and labor relations specialists outside the industry as well as by railroad officers. The latter will include President Daniel P. Loomis of the AAR; the association's vice president in charge of public relations, J. Handly Wright; James Oram, vice president of the Pennsylvania; and Duncan E. I. MacNeill, vice president of the Canadian Pacific.

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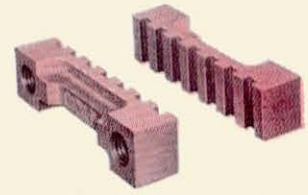

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Soo Line, WC, DSS&A OK Merger

► The Story at a Glance: Merger of the Soo Line, Wisconsin Central and Duluth, South Shore & Atlantic is expected to go before the ICC for approval in about 60 days. One preliminary step — approval by the three roads' directors—was taken last week. A second requirement—submission of the plan to the stockholders—will be met May 17.

Merger of these three Canadian Pacific affiliates will create a 4,800-mile system operating in seven upper midwestern states.

Soo Line, Wisconsin Central and DSS&A are ready to go to market with their home-grown merger. With just a touch of pride, the three roads reported last week that merger studies—almost entirely the work of railroad personnel—promise significant savings and improved efficiency with no net reduction in competition.

The merger plan contemplates annual savings of at least $1,260,000 before federal income taxes (plus a nonrecurring saving of about $375,000). It's estimated that the cost of putting the consolidation into effect would run approximately $182,000. The name of the merged roads would be the Soo Line Railroad Co., thus perpetuating the name by which the Minneapolis, St. Paul & Sault Ste. Marie has been known generally for about 75 years.

Potential savings don't compare with those made possible in other recent mergers—N&W-Virginian, for example—but they're still significant to railroads such as these three, tightroping between profit and loss. WC lost almost $950,000 last year and Soo Line, aided by a tax refund of $1,362,000, posted a net income of $495,366.

Actually, physical changes in the three properties would be nominal. Principal savings, the carriers note, "would result from adjustment and realignment of executive, accounting, traffic, engineering, mechanical and transportation functions."

From an operating standpoint, the three have a head start on cooperation. Soo Line acts as operating agent for Wisconsin Central. Certain Soo Line departments — including accounting, purchases and stores, industrial and real estate—also serve DSS&A on a contract basis.

From a corporate standpoint, all three share a common parent: Canadian Pacific, which owns 100% of DSS&A stock and 50.5% of Soo Line stock and has direct or indirect control of 54.19% of total voting power in WC. For merger to become effective, it must be approved by holders of a majority of WC stock, by holders of two-thirds of Soo Line and DSS&A stock and by the ICC.

The roads plan to make application to the Commission prior to the shareholders' meetings—probably in mid-April. The move will put the case on the docket with minimum delay, even though actual submission of the plan and hearings will not be scheduled until after the stockholder vote.

Terms of the proposal call for a stock exchange on this basis:

- One share in the unified company for each share of outstanding Soo Line common.
- 2.05 shares in the new company for each share of outstanding WC common.
- ¾ share in the merged company for each share of outstanding DSS&A common.

Participation by each present company in the outstanding stock of the unified company would be: Soo Line, 56.81%; Wisconsin Central, 30.75%; and DSS&A, 12.44%. Canadian Pacific would own a majority of the stock in the merged company.

The plan calls for the unified company to start with a 30-member board of directors—all directors now serving the three companies. The board would be gradually reduced to 19 members by reducing the number elected at each annual meeting by the number of vacancies (if any) which had occurred and had not been filled during the preceding year.

Directors' approval of merger last week came just 14 months after the three boards authorized the making of a study. Presidents of the roads—Soo Line's G. A. MacNamara, WC's Edgar F. Zelle and DSS&A's Leonard H. Murray—served as a committee to direct railroad personnel in their investigations. Only in the legal field did the companies go outside the "family" for counsel.

Biggest of the three merging roads is the 3,222-mile Soo Line, with main lines linking Minneapolis-St. Paul and Duluth-Superior with three Canadian gateways. MStP&SSM lines fan out across Wisconsin, Minnesota and North Dakota and reach into South Dakota and Montana.

Wisconsin Central (1,031 miles) will give the merged property a link between the Twin Cities, Duluth-Superior and Ashland, Wis., on the north and Chicago and Milwaukee on the south.

DSS&A (543 miles) connects Duluth-

Soo Line Merger: 'Advantageous and Advisable'

Intensive studies made over the past 14 months point to a Soo Line-WC-DSS&A merger as both advantageous and advisable.

The report indicates that unification would "generate desirable savings, enhance financial and competitive strength and permit improved administrative and operating efficiencies for the benefit of security holders, shippers and the public. . .

"These properties, after merger, can generate transportation service more economically and efficiently and with less facilities than they can separately. Unneeded and duplicating machinery, trackage and facilities can be eliminated. A stronger single carrier will emerge from the unification with one management instead of three to administer the properties."

Superior and Ashland with Sault Ste. Marie and a train ferry across the Mackinac Straits at St. Ignace, Mich.

All three roads serve important iron ore ranges. DSS&A also taps copper mining areas of the upper Michigan peninsula.

Total assets of the unified company would be approximately $220,534,000. Had merger been in effect last Jan. 31, current assets would have approximated $23,220,000 and current liabilities $15,366,000, for a 1.5-to-1 ratio of assets to liabilities.

The proposal calls for the merged company to assume all mortgages and other obligations of the three existing companies. A formula apportioning the revenues and expenses of the merged company among the existing contingent-interest mortgages would be incorporated in these mortgages as a basis for determining whether the contingent interest was earned in a given year. Use of the formula would relieve the new company of keeping separate income accounts.

Annual requirements for fixed interest debt and fixed charges would be about $1,500,000. Contingent interest would require approximately $1,972,000, sinking funds approximately $301,000.

Had the roads been merged from 1954 through 1958, charges for interest would have been earned in each year, with sizeable balances remaining for sinking funds.

(Over the same period, per-share earnings averaged $1.15 for DSS&A, $4.48 for WC and $3.00 for Soo Line. Had the roads been merged, the average would have been $3.22 per share, after allowing for estimated savings through consolidation.)

Lasher Stresses Role Of Private Enterprise

Leasing offers the railroads a way to meet their continuing need for equipment—but it should be carried out through private, not public, channels, believes Gen. E. C. R. Lasher, president of North American Car Corp. He stressed that point recently in urging reliance on private enterprise and warning against government involvement in rail equipment acquisitions.

North American, he said, is anxious to help the railroads solve their problems. But "we are determined . . . to do everything in our power to prevent the government from getting deeper into their business because we are certain that this will solve nothing."

General Lasher said he is "convinced that our free economy has the potential to provide the new car needs of our railroads."

As for North American itself, he said, 1960 looks like another year of higher revenues, higher earnings. Among the bright spots: The company's two TOFC equipment plans, NAEX and NITX; and its program for acquisition of existing private or shipper-owned tank car fleets.

Watching Washington *with Walter Taft*

• **AN OVERFLOW CROWD** was on hand last week for the opening session of ICC hearings on the joint Illinois Central-Southern Pacific application for authority to acquire control of a major barge line—John I. Hay Co. Supporters of the application, led by IC President Wayne A. Johnston (RA, March 14, p. 60) are making presentations at the hearings, which were expected to continue into this week.

THE CASE could become a precedent-setter. The Commission's decision might well indicate what may be done without legislation to implement that phase of the railroad industry's diversification program which calls for freedom to operate water services.

IT'S THE FIRST railroad bid for new water-carrier rights since the Panama-Canal Act amendments were added to the Interstate Commerce Act in 1912. Those amendments prohibit railroad control of water carriers operating through the canal—but permit it elsewhere on the basis of a special showing not required of non-railroad applicants.

THE SPECIAL SHOWING provisions are in section 5(16) of the act. They authorize the ICC to approve a railroad application for authority to acquire a water carrier only if the Commission shall find that railroad affiliation "will not prevent such common carrier by water from being operated in the interest of the public and with advantage to the convenience and commerce of the people, and that it will not exclude, prevent, or reduce competition on the route by water under consideration."

MOST OPPOSITION has come from water carrier and truck interests. Meanwhile, there is much support, including considerable shipper support. Some 150 or more shippers have formally intervened to urge favorable Commission action.

THE NIT LEAGUE, too, is a supporting intervener. It says the case is of "great concern" to its members, and it finds the proposal in tune with league policy, i.e., it contemplates an acquisition "that is in harmony with the public interest and will not result in undue restraint of competition."

• **A "NIXON DEMOCRAT"** has been nominated by President Eisenhower for membership on the ICC. He's Timothy J. Murphy, a Boston attorney and former assistant attorney general of Massachusetts. Mr. Murphy has been a friend and supporter of Vice President Nixon since they served in the Navy together during World War II.

IF CONFIRMED by the Senate, Mr. Murphy would succeed Commissioner Anthony F. Arpaia, whose resignation became effective last week. Then there would be two Murphys on the Commission. The other being Commissioner Rupert L. Murphy.

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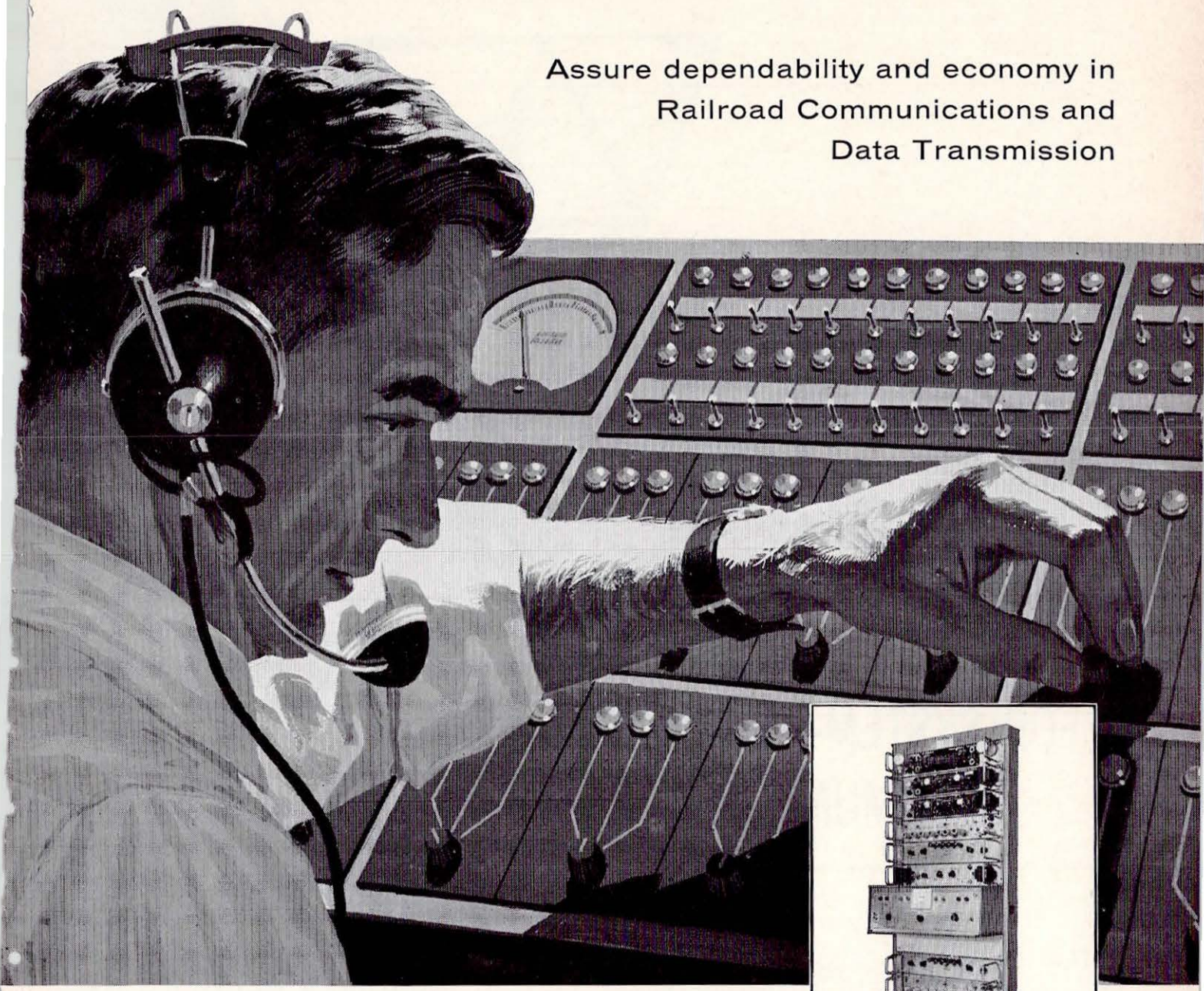

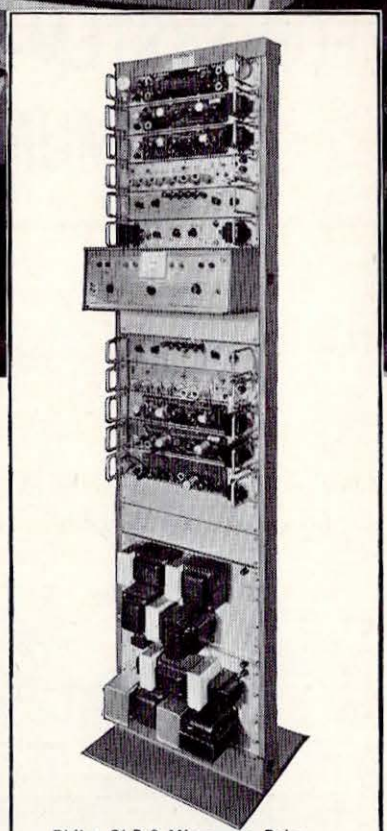

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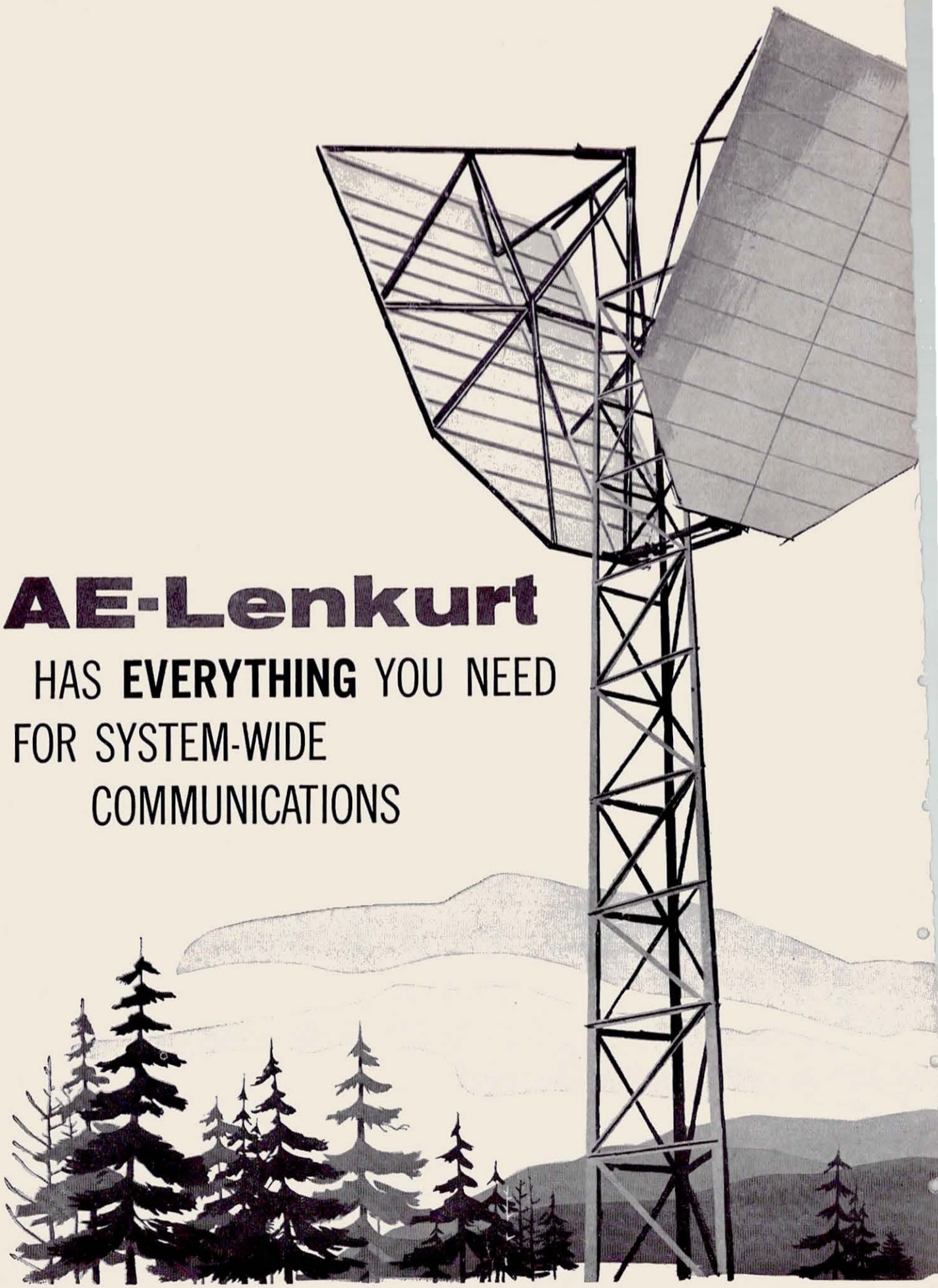

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In Canada: Automatic Electric Sales (Canada) Ltd., 185 Bartley Dr., Toronto 16, Ontario

Mail Loss Dooms GN Streamliners

Declining patronage made the patient sick. The Post Office Department put him in his grave. That unbeatable combination, Great Northern comments, has provided the reason why two of six "International" streamliners will be discontinued March 31.

GN will continue operation of its morning and afternoon "Internationals" between Seattle, Wash., and Vancouver, B.C. It's the evening schedule that's coming off, in the wake of a Post Office move—switching mail from RPO to highway handling—which will cost GN $90,000 a year in revenues.

Great Northern makes these points, in explaining the situation to its patrons in on-line newspaper advertisements:

- Since 1950, when the "International" schedules were begun, "no comparable region has had better passenger train service in more modern equipment at lower fares and greater frequency of schedules—yet patronage of these streamliners had declined substantially since 1951, the first full year of operation."
- In 1959, the out-of-pocket loss on the six trains was $128,321. Most of it was attributable to the evening trains, least patronized of the group.
- The shift of mail transport from rail to highway will boost the out-of-pocket loss to almost $220,000. It "made inescapable [the] decision to terminate the operation of trains 361 and 362—service the railway has made every reasonable effort to maintain in spite of heavy competition from the private automobile and other highway transportation."

ERPC: 'Accentuate the Positive'

"Accentuate the Positive" is the theme of the Eastern Railroad Presidents Conference's 1960 public information program. In New York March 10, officers of 25 ERPC community relations committees found out that they had plenty to "accentuate."

From a series of speakers, they heard first-hand reports on (1) the massive strides taken by the industry in three kinds of technical research—basic, applied, and development and testing; (2) the increasing importance of systematic market research; (3) the dramatic growth of piggyback; and (4) efforts the railroads are making to win long overdue legislative reforms.

J. J. Wright, the New York Central's director of research, gave a fast-paced review of the industry's efforts to put science to work on the rails. The railroads today, Mr. Wright said, are "strong in research and getting stronger." They're making "useful, every-day applications of basic knowledge."

Some of their major experiments, he noted, involve the sources of energy. These include the search for new and cheaper fuels (Southern Pacific "runs a very large fleet on fuel that no one would have thought possible five years ago"; Rio Grande "has used such very unusual fuels as gilsonite [which] looks like coal . . . but can be made into liquid fuel very readily"); direct generation of electricity through the use of fuel cells; and even atomic energy (today it's "just not economically feasible for railroad use").

Among other research developments described by Mr. Wright:

- Use of radioactive tracers.
- Spectrographic analysis.
- Preservation of perishable foods through radiation.
- Search for techniques to overcome shock and vibration, and put such high-rated traffic as missiles and office machinery on the rails.

His conclusion: "American railroad research has moved a long way in 10 years, particularly in the last five . . . Your industry need not fear that it is not holding its own in the technical field."

Sergei Guins, Chesapeake & Ohio's assistant director of research, pointed out that market research is a necessary companion of technical research because "in as complex an operation as a railroad, a new tool to be useful might call for a change in operating practices, new rates, and may require a new sales approach before its utility is developed to the maximum."

He said the industry is "rapidly recognizing the need for this type of approach." Some railroads, he noted, "are actually reorganizing their traffic departments and calling them sales departments and establishing market research groups."

What's needed now, said Mr. Guins, is application of market-research principles on an industry-wide scale. "Systematic market research should be undertaken by the industry to establish trends in the change in distribution patterns (direction and size of shipments), product changes, market areas, so as to enable us to prepare for changes and be leaders rather than followers, as the effort to recover traffic is always greater than to retain it."

J. P. Newell, the Pennsylvania's vice president—operations, said "piggyback operations present opportunities to solve some of the railroad industry's most vexing problems . . . We know that piggyback service is probably the fastest and most dependable service provided by the railroad industry. Its flexibility gives us a device to compete for the high-rated traffic which has been slipping away to other forms of transportation. It reduces loss and damage to a phenomenal degree—on the Pennsylvania our costs are around 30 cents per $100 of revenue—or about one-fifth of our average loss and damage ratio for all rail freight. It permits a high utilization of equipment and materially reduces terminal switching costs. It has been suggested that piggyback might enable railroads to eliminate costly branch line operations with a minimum loss of revenue in that territory."

Jervis Langdon, Jr., vice president and general counsel of the Baltimore & Ohio, listed these basic economic requirements, as seen by the railroads, for a sound national transportation system:

"That each form of transportation be responsible for its full economic costs, with no contribution from the taxpayers.

"That the present exemptions from regulation of motor carriers hauling agricultural and related commodities and of water carriers hauling bulk commodities be repealed or extended to the railroads in the interest of uniform rules.

"That each form be free to exploit its competitive capabilities in the form of rates that will improve net revenues, regardless of the effect upon other forms."

Other speakers at the ERPC session included Delaware & Hudson President William White; J. Handly Wright, public relations vice president of the AAR; and P. H. Mathews, assistant to vice president, AAR.

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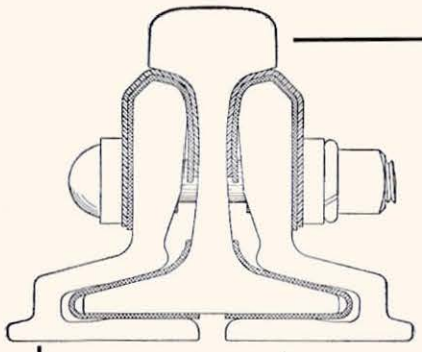
RAJO Renewal Fibre Parts



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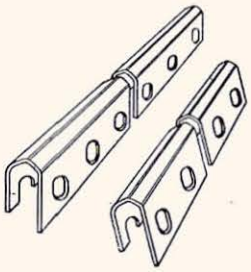
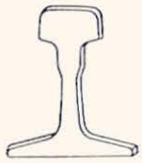
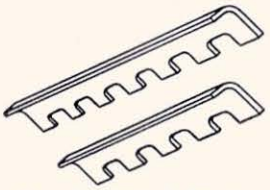


Armored
Head Pieces



Armored
End Post

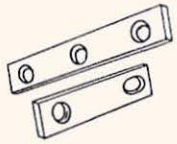
Regular
End Post



Regular Head Pieces

Base Piece Armored and Regular

Bushing



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RAJO FIBRE RENEWALS are now packaged as individual sets, each carton containing all the components necessary to change out an insulated joint.

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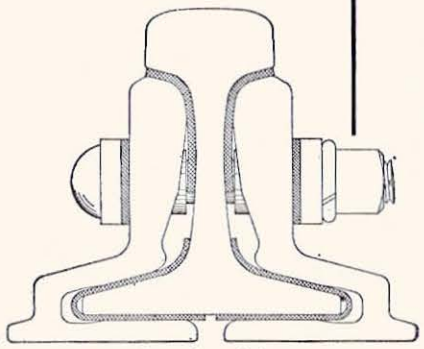

Regular Joint

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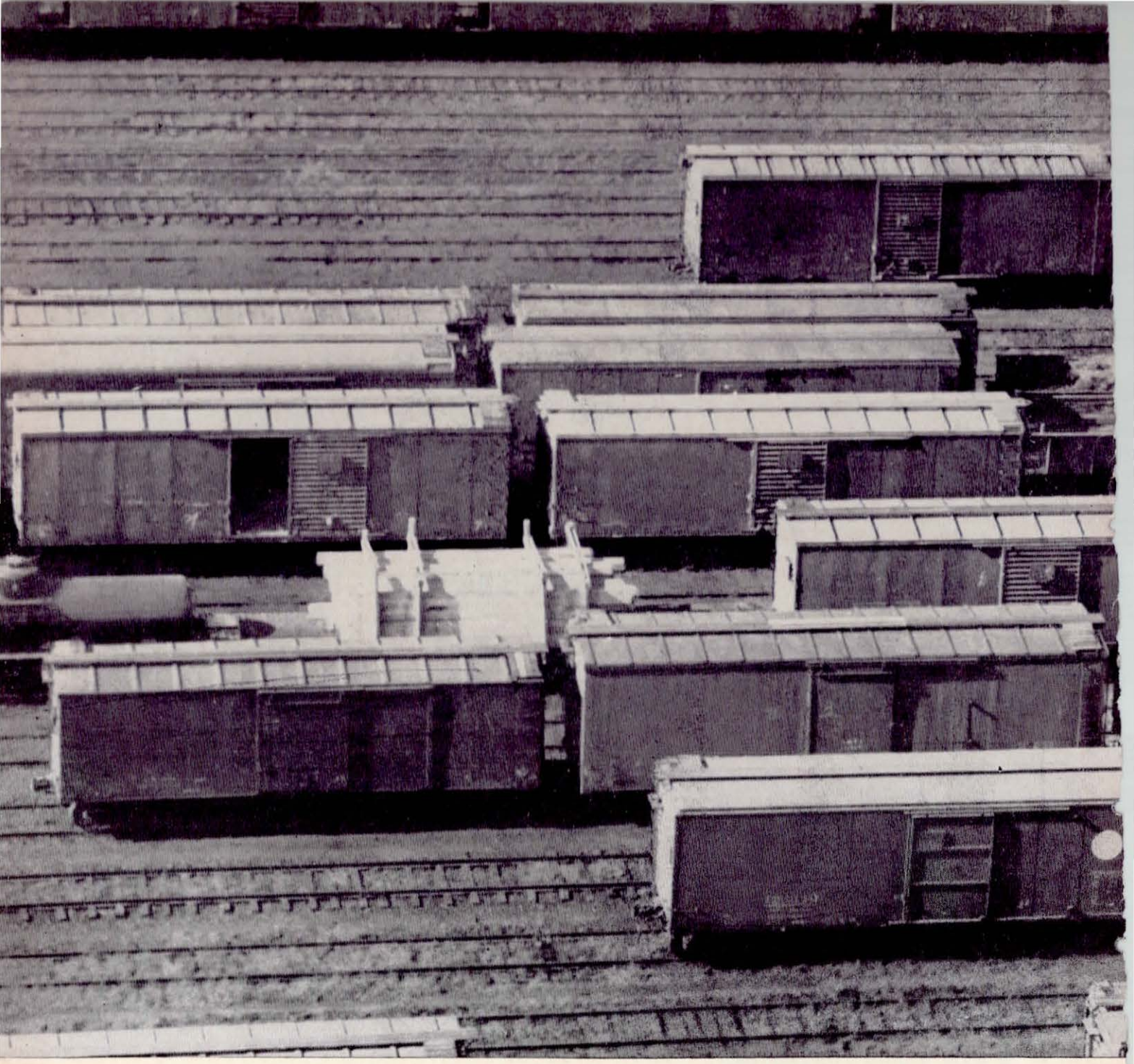


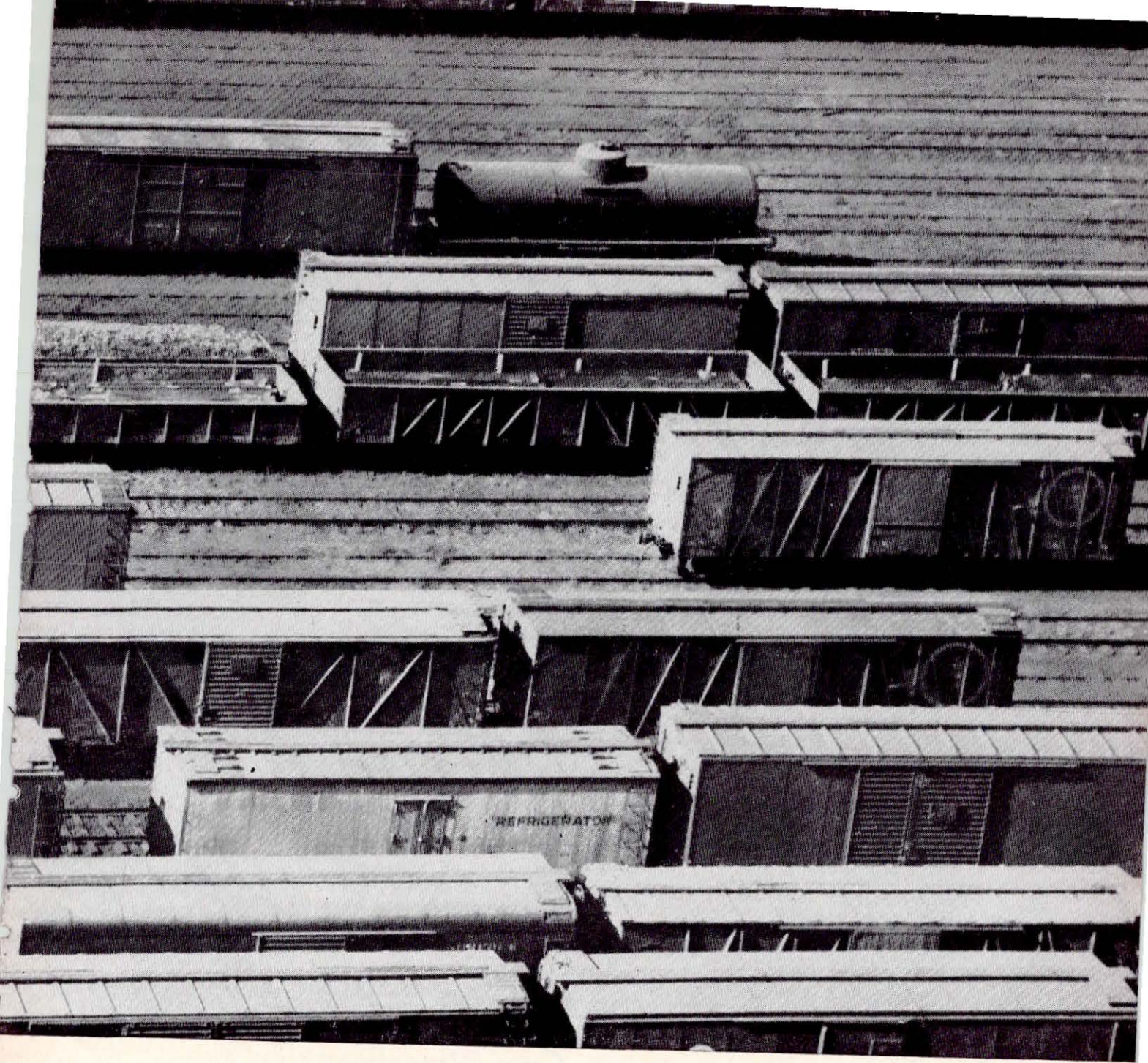
If you worked like a freight car.

You probably spend at least eight hours a day at work. Statistics show that a freight car works an average of only 2½ hours a day. The rest of the time, it usually sits somewhere. It doesn't move . . . it doesn't work . . . it doesn't earn its keep.

That 2½-hour work day for freight cars can be substantially increased with modern classification yard control equipment that is now available from Union Switch & Signal. VELAC® Automatic Classification Yard Systems make freight cars move more . . . work more . . . earn more. In one recently completed yard, VELAC saves 3½ hours per car. In another yard, VELAC saves as much as 24 hours of the time previously lost by old-fashioned and expensive manual classification.

Some of the biggest yards in the world are equipped with the VELAC system to obtain the cost-cutting advantages of mechanized operation.

NEW . . . UNION Yard Traffic Control System. Now, to further reduce operating costs in terminal areas, Union Switch & Signal introduces a new push-button-operated Yard Traffic Control System which eliminates inefficient and costly manual switch operation in receiv-



you'd lose your job

ing and departure yards. Remote control of yard train movements is centralized on a compact push-button panel that provides a miniature track diagram of the yard area. UNION Yard Traffic Control promotes greater coordination of train movements and helps to increase overall efficiency of the terminal operation.

If you would like to have complete information about the VELAC Automatic Classification Yard System, or the UNION Yard Traffic Control System, contact Union Switch & Signal. Or, ask the people who have already installed this equipment.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY—
SWISSVALE, PENNSYLVANIA

NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

What Are Your RR's Rules?

To the Question and Answer Editor:

There are a number of questions on operating rules to which I should like to receive answers. I pass them along with the thought that some of your readers may want to answer them and that others, like myself, may be interested in the replies. In my various numbered questions, the rule numbers referred to are those in "The *Standard Code* of Operating Rules, Block Signal Rules, Interlocking Rules" adopted March 1949 by the AAR, Operations and Maintenance Department, Operating-Transportation Division, Operating Section.

1a. What railroads have modified Rule 4 to provide that a train authorized by a preceding time table will *not* assume the schedule of the corresponding number of the new timetable?

1b. Doesn't such a modification increase safety by eliminating any doubt as to the authority of a train to proceed? That such doubts can arise is indicated by the long discussion of Rule 4 in *The Rights of Trains* by Forman and Josserand.

1c. By eliminating the practice of annulling trains authorized by the preceding timetable doesn't the modified Rule 4 actually reduce the burden on the train dispatcher?

2a. What railroads have eliminated superiority by direction (See Rules S-71 and S-73)?

2b. What railroads have eliminated the various numbered classes leaving only regular trains and extra trains (See Rules 72 and 73)?

2c. Doesn't the "positive meet" (for regular trains) brought about by these two modifications increase safety by eliminating doubts as to meeting points and by eliminating the danger of failing to clear in time?

2d. With modern communication (particularly a telephone at every siding) is superiority by direction and among various classes of regular trains necessary to keep trains moving?

2e. By eliminating train orders confirming the meets of first class trains doesn't the "positive meet" actually reduce the burden on the train dispatcher?

3a. What railroads have eliminated sections (See Rules 20 and 95)?

3b. Where sections are operated what is the maximum number of sections which have been run on the same schedule (sections as defined on page 10 of the "Standard Code" and provided for in Rule 95, not just extra trains supplementing the service of a regular train)?

3c. Doesn't the elimination of sections increase safety by eliminating the possibility of a following section being overlooked or forgotten by an inferior train?

3d. With modern, long trains, and considering the ease with which extra trains can be run, is there any need for sections?

A forum for railroaders who want to explore questions of importance to their industry, this column welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.

Why not a pattern to car numbers? Certainly it would be an enormous task to renumber our existing car fleet, but as our correspondent suggests, it might be not only valuable but essential to best use of automation. What do you think?

The New Haven has simplified Rule 4 and provided the "positive meet" as discussed in my first two groups of questions, and the Pennsylvania has eliminated sections as discussed in my third group of questions. I don't know of any other railroads which have followed their example. I hope your page may turn up some. (*These questions came from a railroad executive who prefers to remain anonymous. We'll have more on this later.—Ed.*)

Why Not a Pattern to Car Numbers?

To the Question and Answer Editor:

I read regularly our office copy of Railway Age and enjoy its contents very much.

Unless I have overlooked the subject, I have never noticed the question raised as to why railroads of North America do not develop a uniform numbering system for their equipment. I believe this would be a field in which the railroads could do much to simplify, and at the same time improve, car distribution, particularly from the angle of getting the right types and sizes of equipment applied on orders.

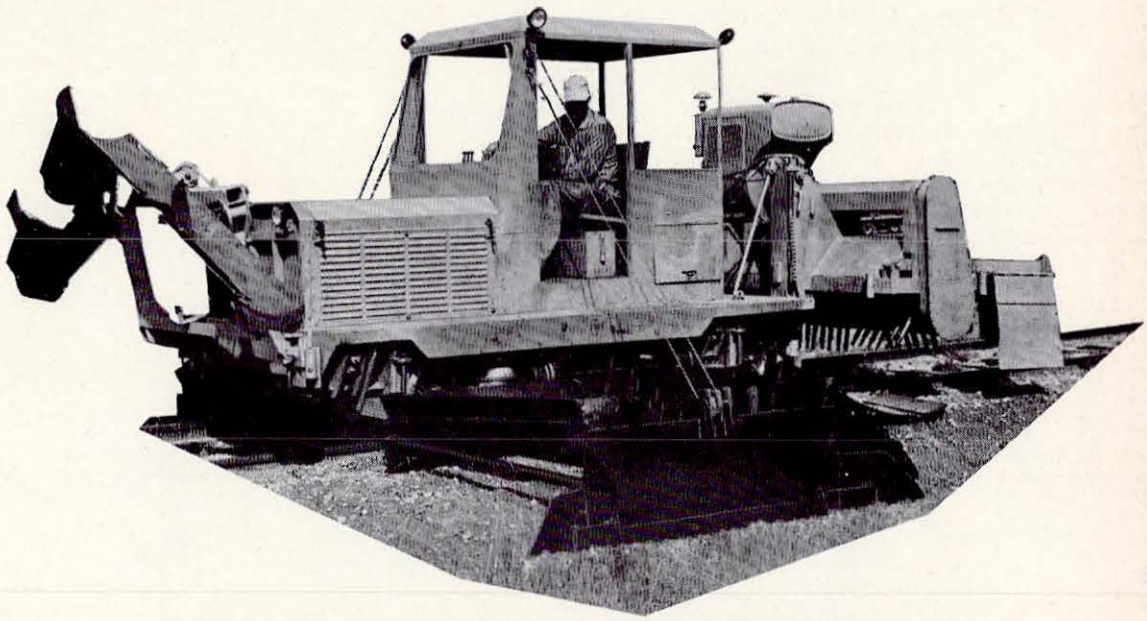
As you are aware, the trend now is toward mechanization, with the result that many reports now being received list equipment in numerical order. If, for example, all ordinary 60-ft or longer flat cars were blocked in a certain series, such equipment, when required, could readily be spotted on advance train consists or by yard and transportation personnel on the ground, who might at the time need such a car to fill an open order.

This would, of course, apply to other types of equipment, i.e., special type flat cars (bulkheads, TOFC, wood racks, etc.), 40- and 50-ft full-end-door box cars, auto device box, auto parts cars, special type gondola cars, double door box cars, etc.

With system-wide reports now available in numerical order, it would be possible to check back reports, thus giving needed equipment time to be placed and unloaded, and then pinned down when empty, for the station involved. Or you could pick up such equipment moving empty over the railroad and divert it to point of loading.

The manner of present equipment numbering appears to have no satisfactory explanation when all railroads are considered. It, of course, is impossible to familiarize one's self with all series of special equipment now in use.—*Marvin J. Wilhelm, car distributor, Western Region, Baltimore & Ohio.*

KERSHAW



When it comes to trackwork equipment which will do the most for the money . . . machines which will truly save thousands of dollars in maintenance costs . . . railroad men look to Kershaw for leadership. Whether it is the Kershaw Standard Ballast Regulator (above), The Kershaw Heavy Duty Ballast Regulator or any other of the many Kershaw machines, you can be sure they can be fitted easily into trackwork operations. AND at a tremendous savings to you!

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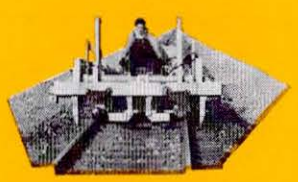
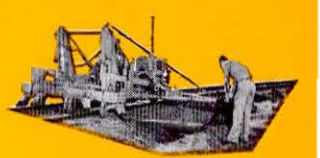
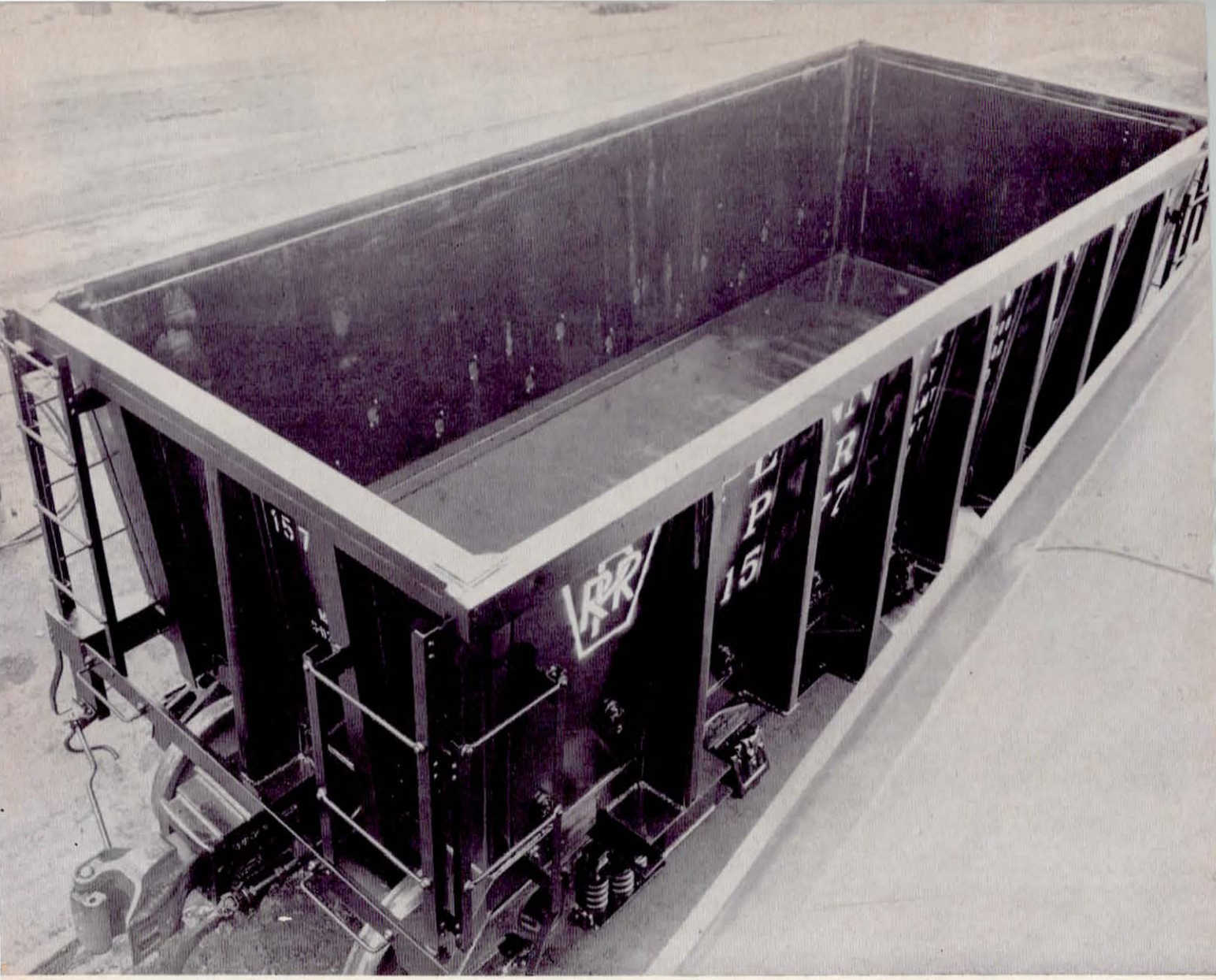


Tie-Bed Cleaner



Tie Replacer



HIGH-TENSILE STEEL in ore car design has reduced the light weight and made possible higher pay load. Cars are welded throughout. The Pennsylvania's Samuel Rea shop set up extensive welding jigs to do the job.

PRR Ore Cars Are Tailor-Made

Greater payload capacity, and lower first costs, feature 1,000 gondola cars just completed by the Pennsylvania. Maintenance costs, too, are expected to be reduced about 25% because of the cars' new design.

The cars, designed specifically for hauling iron ore, were built in the Samuel Rea shop at Hollidaysburg, Pa. The 43,100-lb units are part of the road's $215,000,000 program to augment its equipment roster by 23,500 new and rebuilt cars of various types.

Acquisition of the specialized cars has become practicable since the growth of import ore traffic gave the PRR a substantial year-round ore movement. In the winter, the new cars (called G38s), will carry seaboard and stored ore to inland steel centers. During the summer, they can participate in ore movements from Great Lake ports.

Winter movement of ore in the Northeast is of growing importance. At times the PRR has had to lease as many as 2,500 hopper-type ore cars from railroads in the Lake Superior area. Because of the increased ore traffic, the railroad decided to tailor its own car for the service.

The G38 floor is flat and without openings. L. E. Gingerich, the PRR's chief mechanical officer, said hopper doors were eliminated from the design after it was found steel plants could handle flat-bottom cars on their dumpers. The anticipated 25% reduction in maintenance costs will come from elimination of the hopper doors. The fixed-bottom design, Mr. Gingerich said, adds strength to the cars, eliminates leakage.

Sides and ends of the G38 are tapered slightly outward from the car floor. This makes the cars as self-clearing as possible at dumpers. A smooth interior is provided by using outside side and end stakes, and by all-welded construction. The car sides have 32 poke holes through which steam pipes can be inserted to thaw frozen loads.

The length of ore cars owned by

Lake Superior iron-ore haulers is limited by the spacing of unloading pockets on the docks. Special draft gears are necessary to keep over-all car length down. The PRR, confronted by no such limitations, was able to design a car with a coupled length of 27½ ft, which permits use of conventional draft gears.

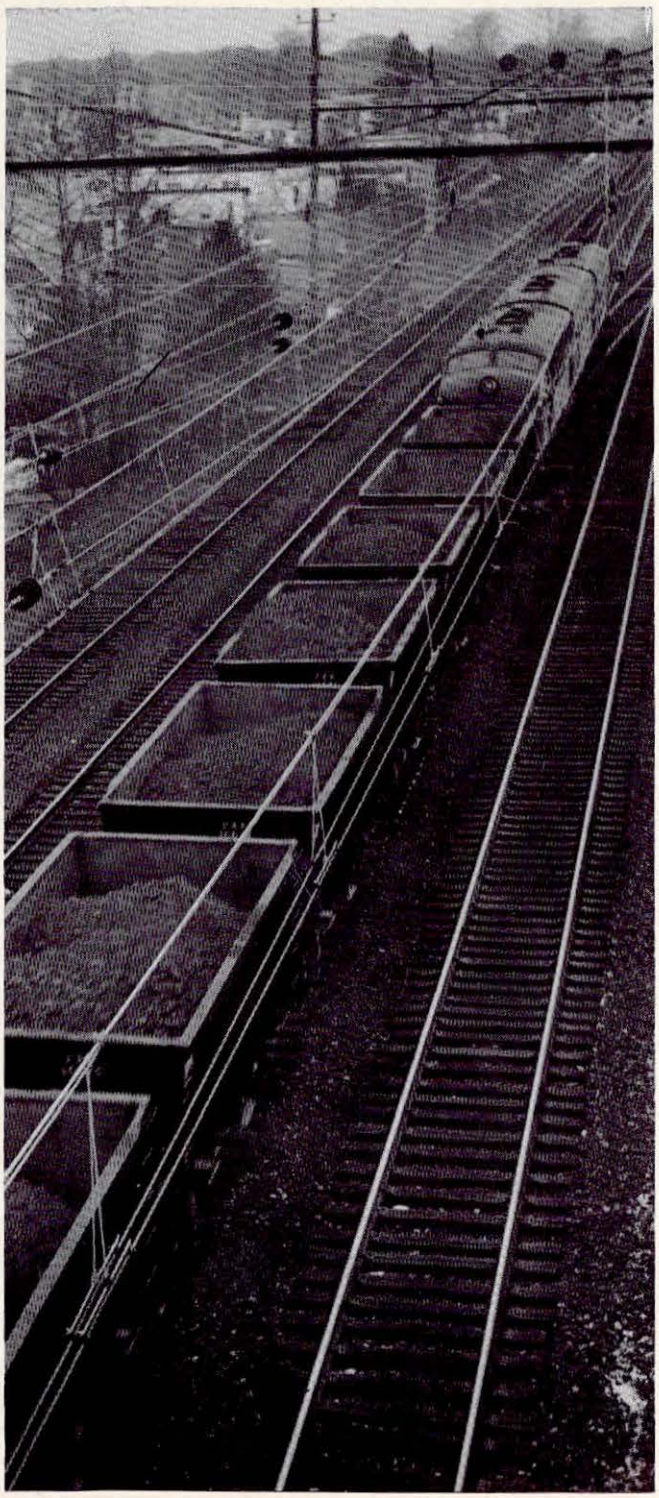
The shorter trains made possible by these cars permit better handling, and the cars occupy less track space in yards. Also, the 1,048-cu-ft capacity of the G38 makes it virtually impossible to overload the car with iron ore—a contingency which must be guarded against with conventional hopper cars. The nominal rating of the G38 is 70 tons, but its load limit is 83 tons.

5½ Tons More Payload

Extensive use has been made of low-alloy, high-tensile steel in the G38. The car can carry 5½ tons more payload and requires 6½ tons less steel in its body than a conventional hopper car on trucks of the same capacity. This 40% reduction in body material results in a car that costs approximately $1,000 less.

The G38 design has a light-to-loaded weight relation which requires an empty-load air-brake system. Automatic slack adjusters are used. Flame-deflecting plates have been installed under the air-brake equipment to prevent damage at open-flame thawing pits.

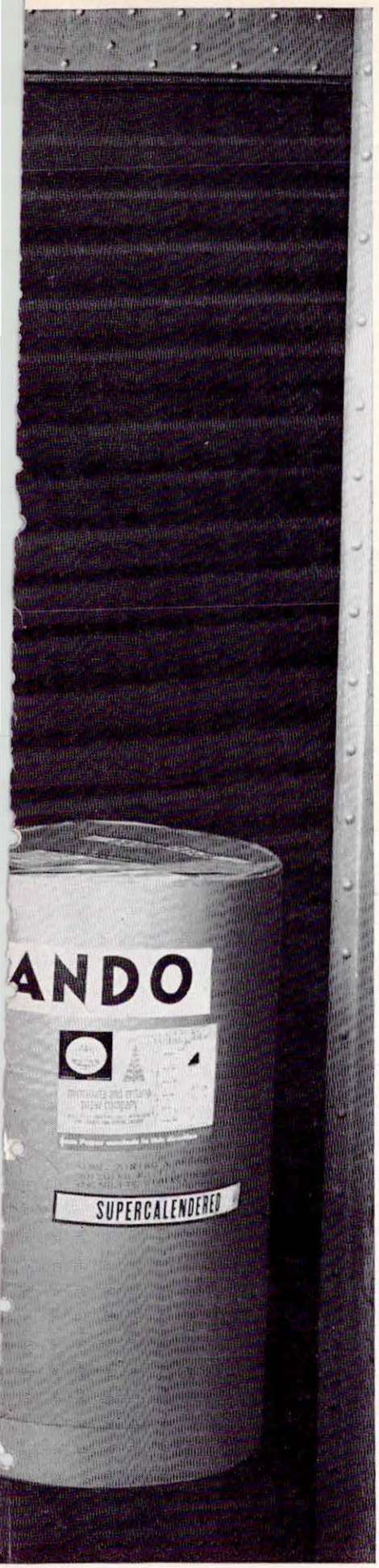
The car's center sill is fabricated of 51.2-lb AAR Z-sections. The floor is ⅜-in. LAHT steel. Sides and ends are ¼-in. LAHT. Box-section top chords are formed by welding together two 6-in. channels.



CAR DUMPERS, used by all of the Pennsylvania's regular ore consignees, made it possible for the road to eliminate further consideration of hopper bottoms and concentrate on design of flat-bottom gondola. Import ore moves to inland steel centers on a year-around basis so that PRR considered that investment in special cars for this movement could be justified.

SHORTER TRAINS are possible when these cars are used in place of the conventional 70-ton hopper cars which have previously been standard vehicle for ore movements. Better train handling is possible. The ore cars are part of 23,500-unit, $215-million car program which Pennsy undertook early in 1959 to expand its freight fleet. The program is scheduled for completion this year.

DANGER
SUPERCALENDERED



SHIPPERS WELCOME CARS WITH N-S-F® FOR SWIFT, SAFE LOADING OF EVEN THE HEAVIEST FREIGHT

"When a car equipped with N-S-F comes into one of our plants, I don't have to worry about the condition of the floor—I know it's Class A."

So says F. E. Hufford, General Traffic Manager for Minnesota and Ontario Paper Company. A satisfied shipper, thanks to Northern Pacific service, he knows that NAILABLE STEEL FLOORING, welded to the underframe of a freight car, actually adds strength at critical points and takes another big load off the shipper's mind.

Seventy-five progressive railroads have equipped a total of more than 75,000 cars with N-S-F products. Everybody benefits. Shippers welcome the safety, speed, and security and ease of blocking. Railroads like the lading versatility, reduced damage claims and long life without rip-tracking.

The three Stran-Steel products to remember are N-S-F for flooring, Anchor Lining for sidewalls and endwalls, and Stran-Steel Grain Door Nailers, that take repeated nailing of grain doors without weakening. Full information and cost studies are available from Stran-Steel representatives in Chicago, New York, Philadelphia, St. Louis, San Francisco, Minneapolis and Atlanta. In Canada, N-S-F is made and sold by International Equipment Co., Ltd., Montreal. Stran-Steel Corporation, Detroit 29, Michigan.

Stran-Steel® **N-S-F**

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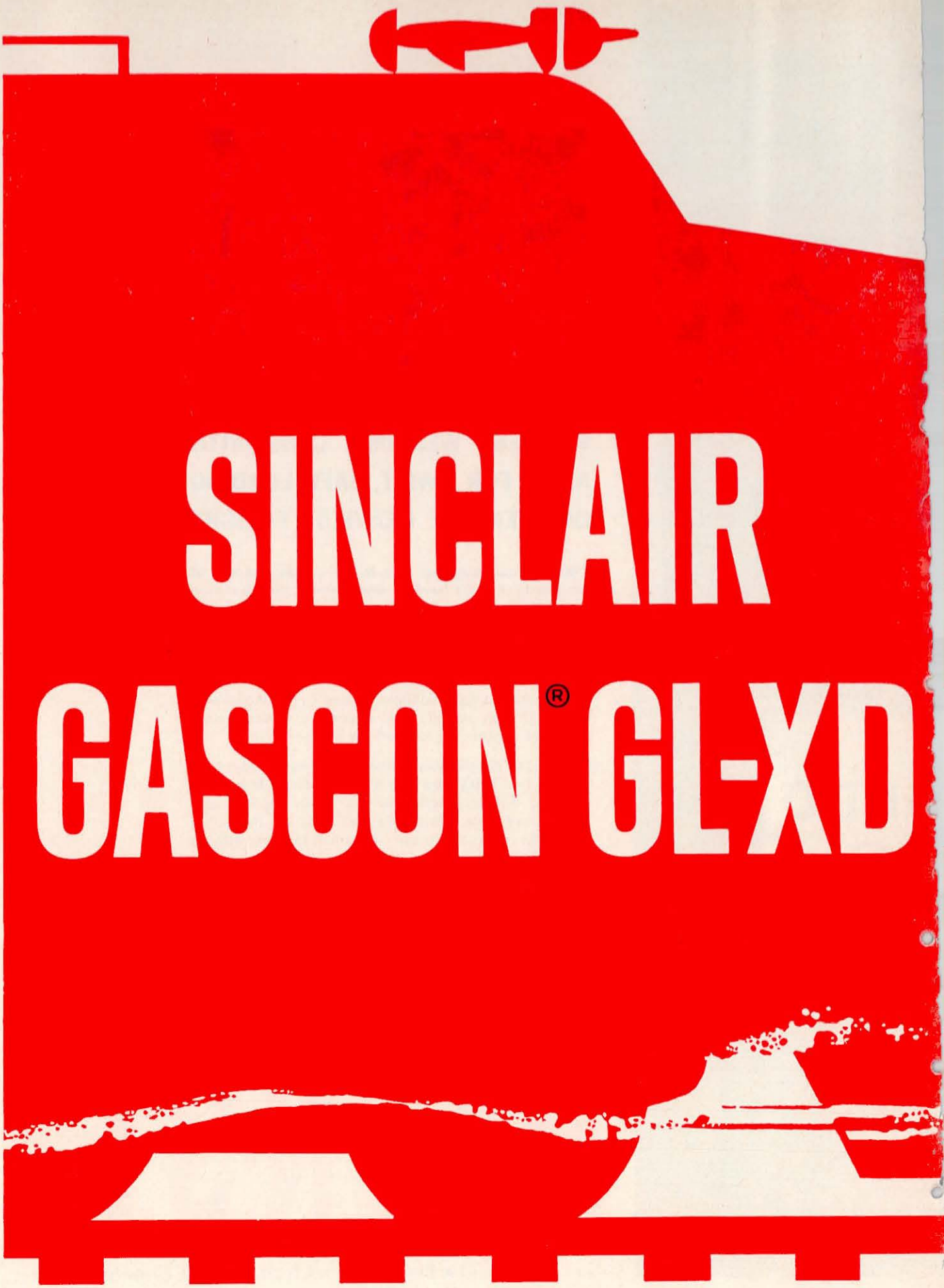
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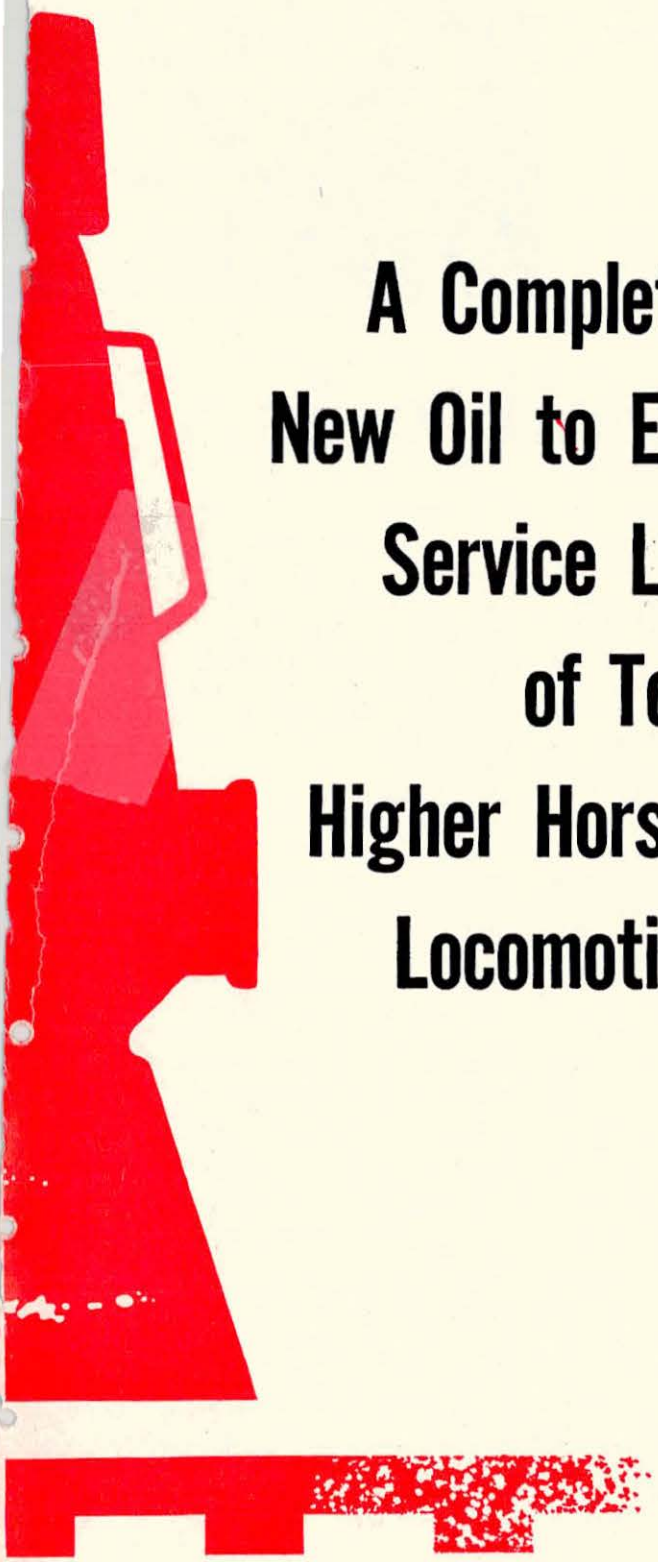

A Completely New Oil to Extend Service Life of Today's Higher Horsepower Locomotives

Gascon GL-XD, the newest in Sinclair's famed line of Diesel lubricating oils, has been approved by prominent locomotive engine manufacturers. Millions of miles of service on many of America's largest railroads prove you can get these advantages:

1. Greatly reduced engine wear
2. Improved oxidation resistance
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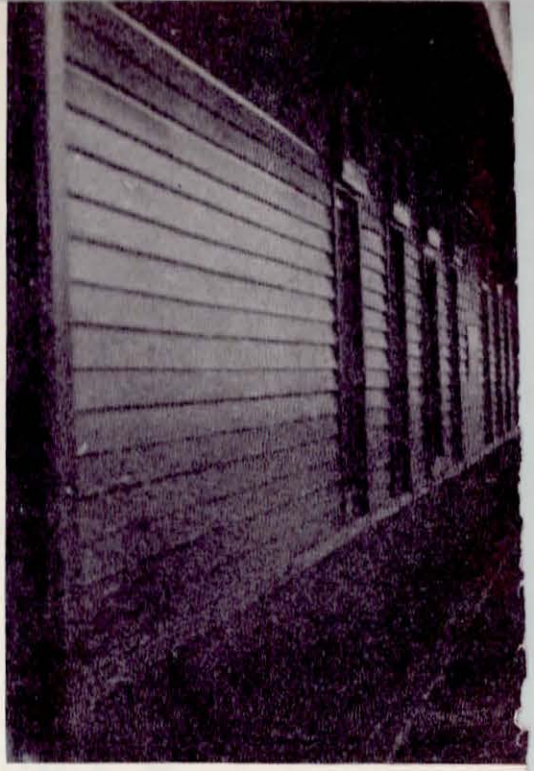
FLEXI-VAN MAIL, loaded at Chicago, is placed on the "Land O' Corn" to Waterloo, Iowa, moved to Fort Dodge, Iowa, on a fast mail train and distributed over-the-road from Fort Dodge.



IN THE CHILL GLOOM of a winter afternoon, IC's "Panama Limited" heads for a warmer clime. Late January and February brought snow-shovel weather up north, and trains heading south prospered once again.

Customers Respond to Service,

Illinois Central Passenger Traffic Manager Emmit L. Holmes is an optimist. Some of the things that happened to IC passenger service last year tell why:

- Through passenger operations posted encouraging gains, both in revenue and in number of passengers carried. Overall (including suburban), IC passenger revenues increased by more than $1,000,000 over 1958 figures. Through service revenues were up $592,164, suburban revenues $489,942. Suburban patronage declined—but IC's through trains carried 102,468 more passengers last year than in '58 (the totals: 3,254,544 in 1959 vs 3,152,076 the year before).
- Western lines (Iowa Division) operations took on a new, healthy glow when the Post Office Department threw a heavy mail business IC's way.
- Vista-Dome service proved extremely popular with patrons on the "Panama Limited" and "City of Miami" (although the "Panama" run is almost entirely after-dark). Result: Domes are planned as a regular winter-season feature on both trains.
- Special promotions produced passengers in droves. Two fall-foliage specials in southern Illinois carried 3,700 people—and IC had to turn another 1,500 away. Two weeks later, the road ran a third special and packed 1,700 aboard.
- The "Green Diamond," last remaining IC train on the Chicago-St. Louis run, developed a surprising popularity, despite an early-afternoon departure from St. Louis and the more frequent competing service operated by Wabash and Gulf, Mobile & Ohio.
- Even suburban operations crept toward the black. Early-1959 forecasts warned of a $180,000 deficit. But a few operating improvements—mostly little things, like changes in alinement of assignments, revision in car storage practices, inauguration of a ticket-by-mail plan—scaled losses down to more manageable proportions (the actual '59 deficit: $98,922).

Improvement Is General

In a way, the improvement in the suburban situation is typical of the brighter passenger picture generally. IC has picked its way through the pitfalls of passenger operation carefully, with practical attitude and deft touch. Service has remained the top consideration.

"Some say it's gadgets, some say it's rates that get the business," Emmit Holmes observes. "I think it's a matter of providing the best service possible. If we do that, we're going to get patronage. And we're proving it— on all our trains."

What does the record show? IC's principal trains—the "Panama," "City of New Orleans," "Louisiane," "City of Miami," "Seminole"—are all above the break-even point on an out-of-pocket basis.

Passenger revenues on the rest of the fleet aren't so impressive—but where passengers are scarce, head-end business is saving the trains (for the time being, at least). And on the Iowa Division, mail looks like salvation riding in Flexi-Vans.

Hard work by IC's mail-baggage-express department, and train-offs on competing roads, contributed to the Iowa improvement. (The Milwaukee's "Sioux" was discontinued early in January; more recently C&NW won permission to discontinue its last Chicago-Council Bluffs passenger operation.)

IC and the Post Office Department got together. First came Flexi-Van mail service on the "Land O' Corn," which operates Chicago-Waterloo on a fast schedule. From Waterloo, IC switches its F-V to a special mail train which runs 100 miles non-stop to Fort Dodge. From Fort Dodge, trucks fan out to distribute the mail to towns west and southwest.

Then the Post Office turned to IC's "Hawkeye." More mail would be provided, the department said, if IC would advance the Chicago departure time (a move the railroad had been trying to make for quite a while). Result: The "Hawkeye" now leaves Chicago 90 minutes earlier and makes the Chicago-Sioux City run in 30 minutes less time. It's carrying an additional two cars of

Says IC Passenger Department

mail. And its new schedule, providing arrival two hours earlier at Sioux City, has made it a more popular train with passengers.

Mr. Holmes thinks the container mail service (also operated by NYC and Milwaukee with F-V, and by C&O with Railvan) may mark a break-through with the government.

"I believe the Post Office Department is beginning to realize that the railroad is the way to transport mail," he comments. "Four or five years ago, there was a trend to highway trucks. But that wasn't wholly successful. And this Chicago-Iowa service that we operate with Flexi-Van certainly couldn't be done by an all-truck operation—particularly in winter." In addition, he points out, the experience IC is gaining on the Iowa Division may lead to expansion of the service elsewhere on the system.

IC's knack for being able to pick up an opportunity and run with it has been a big factor in its improvement program. Lease of three NP Vista-Domes for the winter season was one such move. Purchase of 13 sleeping cars at bargain-basement prices was another.

IC first acquired eight cars from NYC in late 1958 (for operation on the "City of Miami"). Then last year the road picked up another five all-roomette cars—for conversion to mail cars. But IC shops said they couldn't handle the job until summer—so the road took another look at the cars and wound up placing two on the "Panama," two on the "Louisiane." "They were in very good condition," Mr. Holmes notes. "And they were 1948 cars—eight years newer than the roomette cars on the 'Panama.'"

Intense Airline Competition

Alertness to make improvements and good service, IC feels, have kept it rolling smoothly despite intensified competition from the airlines—especially on the blue-ribbon Chicago-Miami run. Rail competition there is an indirect business. IC's train and the PRR-L&N-ACL-FEC "South Wind" operate alternate days—and IC figures show that the "City of Miami" gets about 55% of the business.

Just within the past year, however, air service to Florida has been expanded. Jets have been introduced, to the accompaniment of advertising and promotional hoopla from the airlines. Still, the "City of Miami" stays full, keeps turning in train-mile passenger revenues of between $5 and $6 in the direction of heaviest travel.

The "Miami" draws its trade primarily from vacationing families (estimates place the patronage at 80% pleasure, 20% business travel). Thus the consist is weighted heavily in favor of bedroom-compartment-drawing room space. Schedules are fast (averaging almost 50 mph for the 1,493-mile Chicago-Miami trip) and convenient. Service and food in the train's twin-unit dining car continue to draw compliments comparable to those the IC traditionally has received from "Panama" patrons.

Thus, an air of optimism comes easily to the men who work in IC's fifth-floor passenger traffic offices in Chicago. President Wayne A. Johnston is a firm advocate of the "passenger-trains-are-here-to-stay" school.

He's taken the position that "there will always be some passengers who want room to be comfortable, who want to travel on convenient schedules whatever the weather . . . Flying high above the clouds and racing along the highway are both fine in their way, but neither can take the place of the passenger train for the person who wants to settle back and see the country passing by.

"In all likelihood, we will soon reach an irreducible minimum of passenger trains—good trains operating in good territories, operating on swift schedules between major population centers, with a minimum of stops enroute. There are certain major cities located at distances that enable passenger trains to operate at better overall time and at greater convenience than the private car or the plane.

IC passenger men tend to believe that '59 results proved out the soundness of the boss' position.

Edgewater quality

"measures up"

Every step in the manufacture of Edgewater Rolled Steel Wheels—from the making of steel to final inspection—is conducted in our own plant. As a consequence, we are able to maintain close control throughout every phase of the operation. This careful supervision assures optimum properties in the finished wheels. And that is why Edgewater Wheels "measure up" to your most-exacting requirements.

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PRI
MEMBER

Edgewater Steel Company

P. O. BOX 478, PITTSBURGH 30, PENNA.

MoPac Planning Ahead in P&S

Missouri Pacific is working toward still further refinements in its automated purchases and stores operation (RA, June 8, 1959, p. 32).

First step will be inauguration of an automatic verification to show whether any item being ordered is in surplus at any other point. MoPac will make the check when receipt cards from its Flexowriter are processed and before purchase orders are mailed.

Next move may be the processing of stores and mechanical time cards through the IBM Ramac 305, which the P&S department placed in service last summer. The object: To prepare one labor distribution for the system (there are now 18, prepared at three points). Feasibility studies show that the centralization move can be made without difficulty.

Meanwhile, MP is planning still another study looking into the practicability of developing cash commitments for all material and supplies phased by calendar months in which they're due.

The road also anticipates that the dollar value of certain material which has been ordered to fill requirements of special programmed work (such as freight car rebuilding) will be kept separate for monthly reporting by program number. This grouping would cover only material over and above that stocked for normal maintenance requirements.

MoPac's outline of future developments is a part of a new manual on material and supplies accounting and inventory control, which summarizes the full P&S program, gives examples of all forms used and presents flow charts covering major functions performed through Ramac.

General Purchasing Agent Harold M. Hoffmeister views the manual as a virtual textbook in MoPac P&S procedure. "It answers just about every question that can be raised," he comments, "if you just take the time to read it."

Between the covers of the 69-page manual, MoPac presents in concise form an outline of:

- Reports prepared for the P&S and other departments.
- Information on stock and purchases available on inquiry.
- Records maintained by storekeepers.

The book also outlines procedural steps involving:

- Receipt of material from vendors.
- Payment of invoices.
- Issue of material.
- Returns to stock.
- Transfers between stores.

Railroading After Hours with Jim Lynch

MORE ABOUT GAGES—VP Jack Hiltz of the D&H gets me back to talking about gages —and with some new evidence. His authority is a D&H booklet, prepared (1937) for distribution to directors on their annual inspection of the railroad.

There doesn't seem to be much doubt that the British took their 4 ft 8½ in. railway gage from road wagons and that these carried on a tradition established by the Romans. But where did the Romans get it?

They got it, says the D&H booklet, from the military "pace" (a double stride, left-right-left). It was exactly 4 ft 8½ in.—established by the fact that a Roman mile was 1,000 of these "paces" and the length of the Romans' mile in present-day measure is established by milestones that still exist.

The D&H booklet reports that establishment of the gage of the UP became a matter of political controversy and 4 ft 8½ in. was established by law in 1863—which action probably had a lot to do with subsequent predominance of this gage.

RELIGIOUS RAILROADERS—I'm inclined to believe that the ratio of railroaders with rather deep religious convictions tends to run higher than average for the population as a whole. As a case in point, I have before me a 4-page publication (evidently a monthly) called "Broadcaster and Christian Railroader" and published at Toronto, Ont.

It contains simply written items, supporting the theme of religious faith and behavior—from a wide range of places all over the continent. Individuals mentioned are, for the most part, employees in the ranks—but one of the writers is identified as a CPR superintendent.

I sometimes think that those of us who profess belief in human brotherhood would make our faith more attractive if we tried a little harder to behave in harmony with our convictions. For example—mightn't union-management controversy be considerably reduced if differences were subjected to the rigorous discipline of the standard religious virtues?

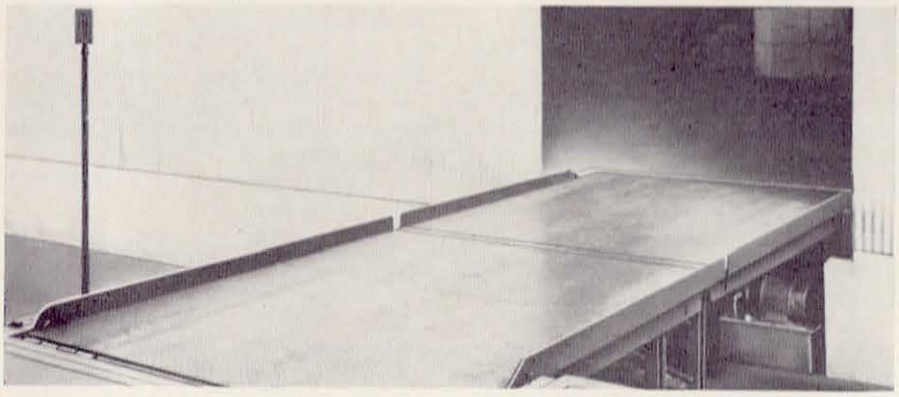
'LITTLE EGYPT' TOWN NAMES—J. M. Kennedy of Sperry Rail Service who hails originally from "Little Egypt" in Illinois—takes issue with C&EI's Frank Schuler (RA, Feb. 15, p. 22) on pronunciations in that area. West Vienna, says he, is "Vi Anna" and Joppa is pronounced just as it's spelled.

He doubts that Berlin, Conn., has the accent on the first syllable, although he concedes that Berlin, N. H., does. The English language is irregular and unpredictable. If the scholars would take hold of it and regularize it—as they have done with German and Spanish—it would change from one of the hardest languages for foreigners to learn to the easiest. As it is now, even those of us who have grown up with it can't agree on how to pronounce or spell a large part of it—proper names especially.

GOVERNMENT GIVEAWAY—William Kessel of Hamburg, N. Y., doesn't see why tax dollars collected here should be spent to improve railroad service abroad—by the same government which is quite unconcerned by the fading away of railroad passenger service here. Mr. Kessel likes the AAR ads, which show how much smarter some countries are than ours is, in their appreciation of railroad service.

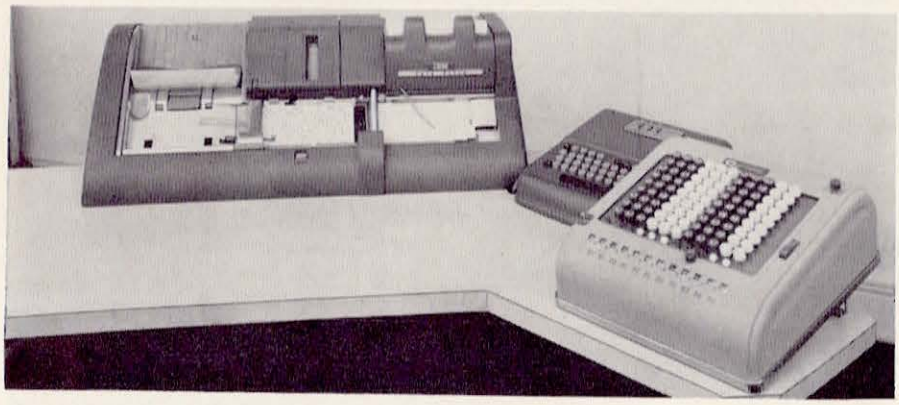
Mr. K. also appears to expect that government should be smart and honest—which is an expectation deriving more from hope than from experience.

New Products Report



Hinged Crossover Bridge

A new crossover bridge forms a roadway across roads and railway tracks to eliminate ramps and detours. Controlled by push buttons from either end, it is operated by electrical-hydraulic power units. The hinged deck moves from full-vertical to full-horizontal positions, seating itself in recesses within building and dock lines. Available in 8-ft width and 21-ft span. *Rowe Methods, Inc., Dept. RA, 2534 Detroit Ave., Cleveland, Ohio.*

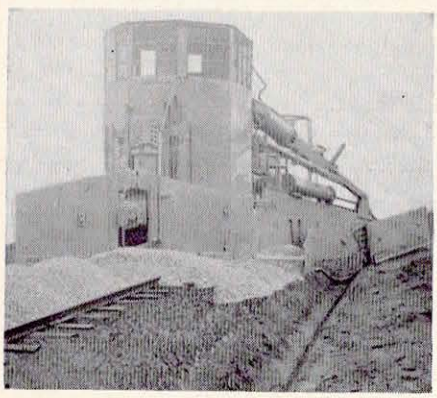


Calculating Key Punch

A data preparation system, Compto-Card, eliminates an operation by producing punched cards as a by-product of required calculations. It is used in conjunction with an IBM key punch and may be operated by a Comptometer operator without additional training. Another machine, ComptoTape, can prepare a punched tape. The Comptometer can be used for standard accounting work. *Comptometer Corp., Dept. RA, 1735 N. Paulina St., Chicago 22. Ill.*

Selective Interpreters

A new series of Selective Interpreters has been announced. The machines speed and simplify a whole range of punched-card functions from preparation of customer bills and statements through printing of shipping labels. New features include: ability to print on any one of 13 lines as preselected on a control dial; dial selection of the line to be printed; card sensing selected by a dial setting; automatic suppression of printing on cards containing specified control holes; automatic suppressing of sensing on all cards in a deck not punched with selected control holes, permitting posting on cards with different punching; posting up to 13 lines on a single card by successive passes; and operator setting and control through dials on the front of the machine. The three models available are the Selective Interpreter, type 312-5; Selective Posting Interpreter, type 312-6; and the Selective Posting Interpreter with Dual Card Receiver, type 312-7. *Remington Rand, Dept. RA, 315 Park Avenue South, New York 10, N. Y.*



Ballast Carry Wings

Constructed for use on Jordan Spreaders and Spreader-Ditchers, the new ballast carry wings are designed to contour and shape the ballast shoulder to the exact dimensions required. They consist of two heavy steel wings which are hinge-connected to the right and left main ditcher template or spreader wings, immediately behind the adjustable ballast section. Each of the new wings is also connected to the lower rear corner of the plow side wings by a universal-acting tubular brace.

The new units are automatically positioned by the movement of the main wings and the front plow. When not in use they are folded against the former. The new wings are used after the ballast material has been plowed and distributed by the front plow to a predetermined depth below top of rail and along the side of the track. The wings gather excess material and distribute it evenly throughout the ballast section, filling in low spots in the process. *O. F. Jordan Company. Dept. RA, East Chicago, Ind.*

How the Railroads' 'Urgent 6' Fared

Railroads want:

1. Right to acquire other modes of transport.
2. User charges on publicly-provided transport facilities.
3. Repeal of the 10% passenger fare tax.
4. Amendments to the Railroad Unemployment Insurance Act to bring benefits more in line with those paid to other workers.
5. Repeal of the agricultural commodities exemption—or extension of the exemption to rail carriers.
6. Construction reserve funds; and shorter depreciation periods for plant and equipment.

Mueller Report says:

1. It's "neither necessary nor recommended."
2. User charges should be imposed on domestic airways and inland waterways.
3. Travel tax should be repealed when "budget requirements" permit.
4. Nothing about the RUIA—but recommends a moratorium on extension of Railroad Retirement benefits pending a comprehensive study.
5. Nothing about the agricultural commodities exemption.
6. Railway equipment depreciation rates should be adjusted to insure equal treatment with other forms of transport.

Mueller Report: 78 Remedies

► **The Story at a Glance: Seventy-eight recommendations have come out of the transportation study made in the Department of Commerce at the request of President Eisenhower. About 20 of the recommendations would require legislation. Many are controversial.**

The report calls for more carrier rate-making freedom, user charges on publicly-provided transport facilities, promotion (with coercive power available) of through-route and joint-rate arrangements among carriers of different types, and establishment of a federal agency to plan and schedule government expenditures for transport facilities.

Chances for early legislative action appear dim. Commerce Secretary Mueller says changes take time, maybe up to ten years in this case. The White House forwarded the report "without approval."

Adding up: Congress won't be stirred to action this year, nor will transportation be an issue in the fall election campaigns.

No moves to press for legislation this year. . .

Lukewarm support by the Administration. . .

Slow change at best, running over a decade. . .

Points like these were being made in Washington last week in the wake of public release of the year-long transport study by the Department of Commerce.

Secretary of Commerce Frederick H. Mueller does not expect Congress to act this year on the legislative recommendations. He indicated, as did his under-secretary for transportation, John J. Allen, Jr., that there would be no press for legislation at this time.

This view is in keeping with a basic tenet of the report which is put this way: "Gradualism, with adequate time to adapt to change, is one major key to the approach recommended."

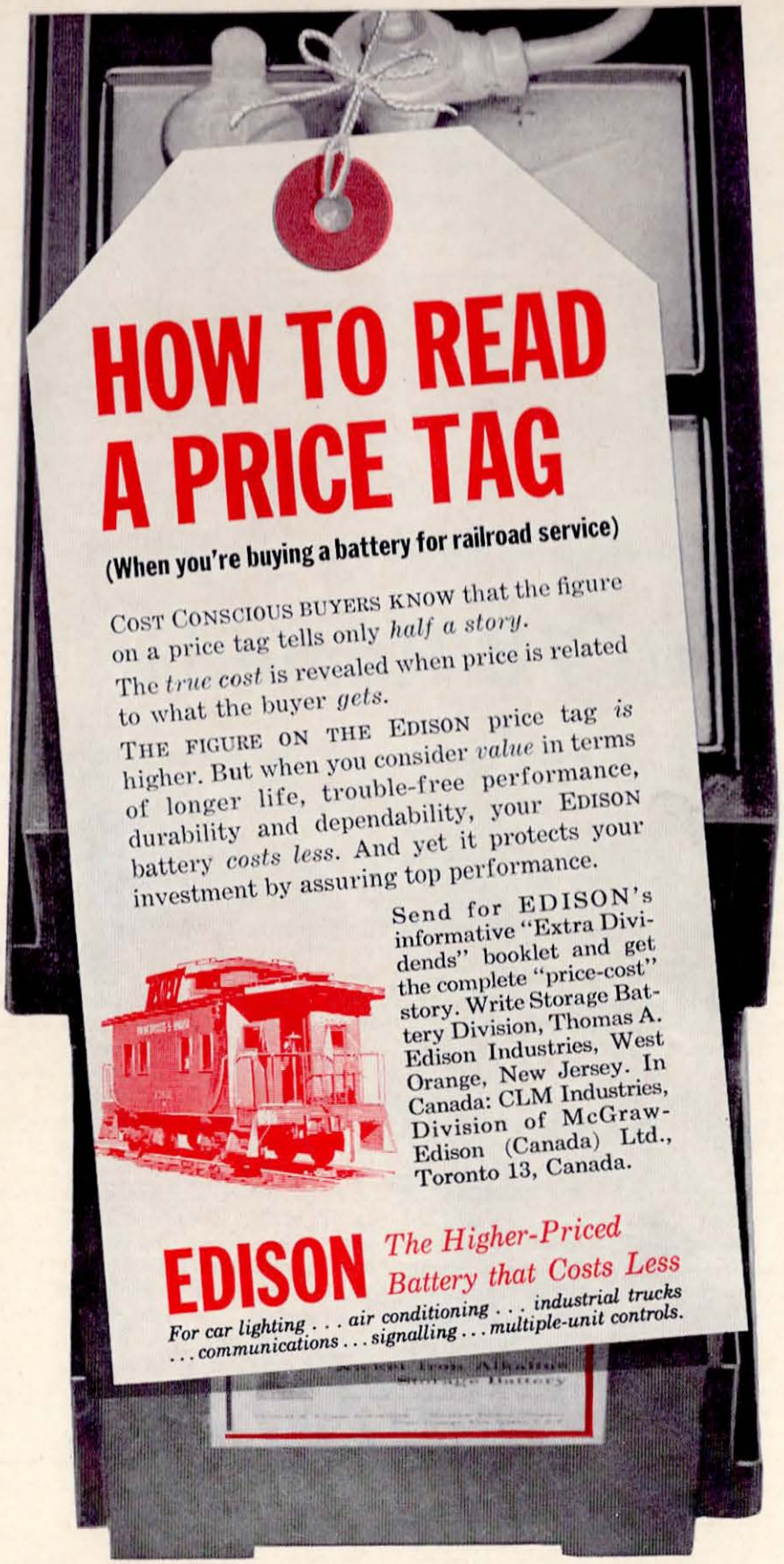
The majority of the recommendations call for various administrative and carrier actions. Many of these, presumably, could be carried out during 1960.

Staff studies on which the report is based were under the direction of Ernest W. Williams, Jr., professor of transportation, Columbia University. The report's title is "Federal Transportation Policy and Program," and copies may be purchased for 20 cents each from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

Secretary Mueller's general comment on the report said it indicated a need for "increasing reliance on private enterprise and lessening dependence on government action." The recommendations, he also said, "attempt to meet the pressing need for major improvements in our transportation system that will provide the best possible service at the lowest reasonable cost to the public."

Among recommendations of most interest to railroads were the following:

- Retain present restrictions on rail-truck mergers or acquisitions of control, unless increased efficiency and public advantage can be demonstrated to outweigh the possible reduction in competition which might result.
- Set a floor for competitive pricing by amending the National Transportation Policy to define "unfair and destructive competitive practices" to include only rates below the long-run marginal (out-of-pocket) costs of the carrier making the rates.
- Retain present standards of reasonableness for maximum rates, but preclude the prescribing of maximum rates at less than the full cost of the service involved.
- Amend rate-suspension provisions to require a substantial showing, not just statements, as grounds for suspension. Eventual elimination of the suspension process is contemplated here.
- Amend the long-and-short-haul clause of the Interstate Commerce Act's Section 4 to provide that the question, whether proposed rates for which relief is sought are compensatory, shall be answered on the basis of the proposed new policy definition of "unfair or destructive" rates, i.e., on the basis of out-of-pocket costs.
- Provide that the ICC establish minimum rates upon joint application of carriers competing in special "all or nothing" markets where competition may well be unstable.
- Railroads and buses should have considerable freedom in adjusting passenger fares to try to retain passenger


HOW TO READ A PRICE TAG
(When you're buying a battery for railroad service)
COST CONSCIOUS BUYERS KNOW that the figure on a price tag tells only *half a story.*
The *true cost* is revealed when price is related to what the buyer *gets.*
THE FIGURE ON THE EDISON price tag *is* higher. But when you consider *value* in terms of longer life, trouble-free performance, durability and dependability, your EDISON battery *costs less.* And yet it protects your investment by assuring top performance.
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traffic and otherwise minimize deficits.

- Railroads should continue to drop unprofitable intercity rail passenger services under the accelerated procedure permitted by the Transportation Act of 1958.
- Legislation should be enacted to establish official policy that railroad consolidations in general, that increase efficiency without unduly reducing service to the public, are in the public interest and should be encouraged with a minimum of restrictions.
- Railroad consolidation proceedings at the ICC should be expedited.
- Enact legislation to establish systems of charges for users of domestic airways and inland waterways.
- Begin a comprehensive study of airport construction and improvement costs, the ability of airport users to pay federal and local landing charges, and alternative methods of financing.
- Establish, in the Department of Commerce, a transport investment planning staff to use objective analytical methods in making unified, long-range federal expenditure plans, including user-charge arrangements.
- Distinguish user charges from taxes for general revenue purposes.
- The remaining federal excise on commercial passenger transportation should be repealed when the budget requirements allow, and when tax reform is considered.
- Further extension of Railroad Retirement System benefits should be deferred until comprehensive study can be made of the relative competitive impacts of this system on the railroads and the general Social Security System on other forms of transport.
- Depreciation rates for railway equipment require a continuation of present review, and adjustment in detail to insure parallel principles for tax purposes with other forms of transport.
- The Department of Defense and civil defense authorities should expedite review of their emergency requirements from each mode of transport. They should determine whether railroad equipment need be stockpiled.
- Encourage urban long-range community planning, including total transportation planning to make full use of highway, transit and rail commutation.

The AAR issued a brief statement saying the report would be given "the closest study" by the railroad industry.

The managing director of American Trucking Associations, John V. Lawrence, said the report "comforts and abets the railroads in at least two major aspects of their long-time campaign to gain legislative and regulatory advantages over their competitors." Mr. Lawrence had in mind rate freedom

and diversification, i.e., ownership of one form of transport by another.

The president, of American Waterways Operators, Inc., Braxton B. Carr, said the user-charge proposal contained "the seeds for inflation in higher transportation costs." At the same time he found that some of the rate proposals "hold out promise of stopping the railroads from waging discriminatory competition against water carriers."

The report doesn't seem to give the railroads much comfort on diversification. Its recommendation is that present restrictions on rail-truck mergers or acquisitions of control be retained "unless increased efficiency and public advantage can be demonstrated to outweigh the possible reduction in competition that might result."

Spelling out what the latter means, the recommendation goes on to say that, in determining the advisability of railroad participation in motor carriage, the ICC should apply the same tests which the report recommends be applied in cases involving applications for motor carrier operating rights generally, i.e., "operating costs, quality of service, and ability of efficient carriers to expand."

A dim view of transport studies is taken by Erie President H. W. Von Willer. "The shelves are piled high with studies," he told the Allegheny Regional Advisory Board in Pittsburgh last week. "If they were laid end to end, it wouldn't make any difference because no one would do anything about them anyway." His prescription: "Action—rather than further fact-finding."

The ICC, the recommendation adds, "should consider whether special restrictions upon certificates to motor carriers affiliated with railroads, which it has customarily imposed, should be continued in the light of such tests." Meanwhile, however, the report is silent on the subject of railroad ownership of water carriers. And it contains this flat statement: "Generally, control of one mode of transport by another is neither necessary nor recommended. . ."

That joint route and rate arrangements are much preferred is emphasized when the report says "all regulatory processes should encourage maximum through routing and coordination among and between all modes of transportation." A specific recommendation on this matter says regulatory agencies "should utilize existing authority or when necessary request legislation to establish joint boards with jurisdiction over through routes and joint rates, including divisions thereof among transportation modes presently under separate regulatory agencies."

That such joint boards would have real authority is indicated by another recommendation which says they should be given power to make such through routes and joint rates mandatory "in clear cases where efficiency of the transportation system as a whole can be improved, and where carriers unreasonably refuse to participate."

The rate-freedom recommendation goes along with railroad contentions that the low-cost carrier, which should be rate-making carrier in competitive situations, is the carrier with the lowest out-of-pocket costs, and that fully-distributed costs have no proper role in such situations. The report explains that this recommendation, to be implemented by a change in the National Transportation Policy, is designed to give "greater definiteness" to rate-freedom provisions of the 1958 Transportation Act.

As to cost figures, the idea is that the ICC's out-of-pocket costs, "which may often err on the high side for railroads," be used for an interim period—until the "long-run marginal costs" are determined. To determine them, there is a recommendation calling for organization of a task force consisting of representatives of individual carriers, carrier trade associations, and regulatory agencies.

The task force would "explore the practical applications of modern mathematical and electronic techniques as a basis for improved cost finding." Also, it is proposed that carriers, assisted by their trade associations, should begin to develop computer cost analysis programs for use in common by principal sizes and types of carriers.

Tied in with these cost-finding proposals is a recommendation that funds be provided for a census of transportation. "Among numerous other benefits," the recommendation says, "this will provide an improved basis for forcasting probable traffic volumes, which improves cost estimation because of the relationship between unit costs and demand for transportation service."

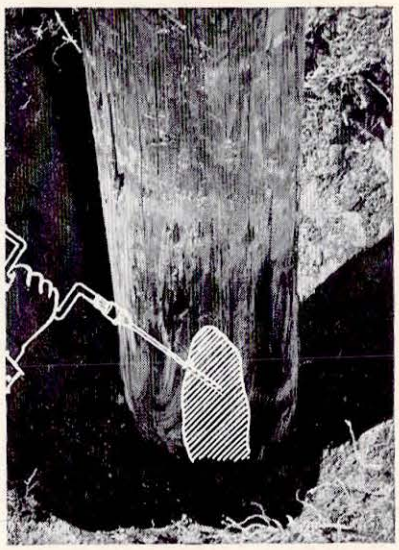
The report also calls for "an effectively staffed research and recommending office" in the executive branch of the government, presumably in the Department of Commerce. The office would "carry on research and action items of this report, and with further steps, additional problems and studies."

Railroads came in for a bit of chiding in the report's general comment. They were advised to "consolidate, rationalize, and drop duplicating facilities and obsolete plant" as a self-help measure.

Treating

HOLLOW HEART

IS A SPECIAL ART



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A broad line of Chipman weed, grass and brush killers is available. Each is formulated to solve specific vegetation control problems. Most widely used are these trade-name products:

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These chemicals, as well as our special application service and equipment, are backed by almost a half century of extensive railroad weed control experience.

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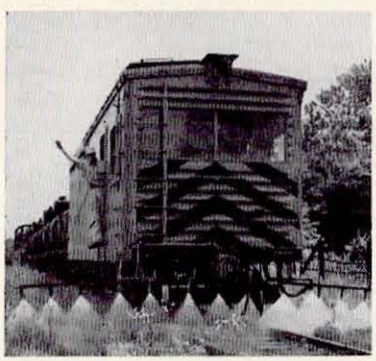
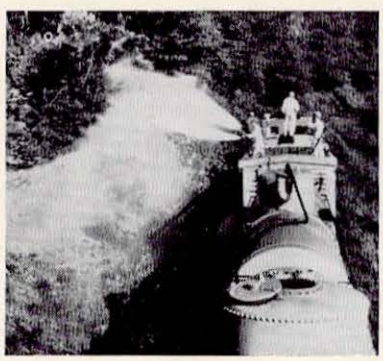




MARKET OUTLOOK *at a glance*

Carloadings Rise 0.5% Above Previous Week's

Loadings of revenue freight in the week ended March 12 totaled 560,230 cars, the Association of American Railroads announced on March 17. This was an increase of 2,623 cars, or 0.5%, compared with the previous week; a decrease of 35,950 cars, or 6.0%, compared with the corresponding week last year; and an increase of 21,103 cars, or 3.9%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended March 5 totaled 557,607 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, March 5

District	1960	1959	1958
Eastern	88,430	94,261	85,788
Allegheny	104,009	112,013	95,247
Pocahontas	47,276	49,876	48,866
Southern	103,761	112,416	111,171
Northwestern	61,676	64,169	57,645
Central Western	107,105	113,535	98,561
Southwestern	45,350	49,205	47,096
Total Western Districts	214,131	226,909	203,302
Total All Roads	557,607	595,475	544,374
Commodities:			
Grain and grain products	46,401	51,813	44,952
Livestock	3,897	4,098	4,447
Coal	99,059	103,051	110,926
Coke	11,899	10,961	6,095
Forest Products	37,434	39,107	34,934
Ore	19,016	17,093	15,116
Merchandise l.c.l.	38,360	45,081	47,720
Miscellaneous	301,541	324,271	280,184
March 5	557,607	595,475	544,374
Feb. 27	553,153	575,334	551,192
Feb. 20	571,625	583,741	494,919
Feb. 13	580,103	567,188	533,186
Feb. 6	587,933	565,752	532,396
Cumulative total, 9 weeks	5,236,932	5,162,704	4,900,380

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended March 5 totaled 10,274 cars, compared with 7,772 for the corresponding 1959 week. Loadings for 1960 up to March 5 totaled 90,143 cars, compared with 61,514 for the corresponding period of 1959.

IN CANADA.—Carloadings for the eight-day period ended Feb. 29 totaled 76,790 cars, compared with 66,080 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Feb. 29, 1960	76,790	35,583
Feb. 28, 1959	66,273	29,630
Cumulative Totals		
Feb. 29, 1960	544,611	251,863
Feb. 28, 1959	544,283	227,528

New Equipment

FREIGHT-TRAIN CARS

► *Long Island.*—Ordered six cabooses from International Car.

► *Western Pacific—Sacramento Northern.*—Ordered 264 new freight cars at a cost of $3,750,000. WP placed orders for 200 70-ton, 50-ft insulated box cars (150 to be equipped with PC loader equipment) from Pacific Car & Foundry; 50 70-ton, 56-ft flat cars from Thrall Car; and four 70-ton Airslide covered hopper cars from General American. SN ordered 10 70-ton, 3,500-cu ft capacity covered hopper cars from American Car & Foundry Division of ACF Industries, Inc. All cars will be equipped with roller bearings. Deliveries will be completed in third and fourth quarter 1960, except for the 10 SN cars which will be delivered in second quarter.

PIGGYBACK

► *North American Car.*—Ordered 80 70-ton, 85-ft piggyback flat cars from American Car & Foundry Division of ACF Industries, Inc., at a cost of approximately $1,200,000.

FOREIGN

► *National Railways of Colombia.*—Ordered seven 700-hp, U6B diesel-electric locomotives from International General Electric. The units are being built by the General Electric Locomotive and Car Equipment Department in Erie, Pa. They will be used to haul 1,500,000 tons of rock ballast during construction of the final link in a 1,000-mile rail line (begun in 1953) connecting Colombia's Atlantic and Caribbean coasts.

Orders and Deliveries

► *Orders Decrease.*—Orders were placed in February 1960 for 3,411 freight cars, compared with 7,149 in January. February 1959 orders totaled 1,803. Deliveries in February totaled 5,052, compared with 2,849 in January and 2,486 in February 1959. The backlog of cars on order and undelivered as of March 1 was 46,323, compared with 48,170 on Feb. 1 and 28,789 a year ago.

Type	*Ordered* February 1960	*Delivered* February 1960	*Undelivered* March 1, 1960
Box—Plain	305	697	13,184
Box—Auto	0	0	500
Flat	380	223	3,956
Gondola	200	1,786	5,217
Hopper	1,100	1,474	16,811
Covered Hopper	741	447	1,427
Refrigerator	400	239	3,903
Stock	0	0	0
Tank	219	166	948
Caboose	36	20	196
Other	30	0	181
Total	3,411	5,052	46,323
Car Builders	1,598	3,525	22,716
Railroad Shops	1,813	1,527	23,607

a RAILWAY AGE time-saver page

E. J. Brown
AREA

Rudolph H. Beeder
AREA

C. J. Code
AREA

John D. Dickinson
Krauss-Maffei

People in the News

ALTON & SOUTHERN.—**Gene R. Warren** appointed commercial agent, New York. Mr. Warren was formerly with the Lackawanna as traffic representative at Scranton, Pa.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—The following officers have been elected: President, **E. J. Brown,** chief engineer, **Burlington Lines,** Chicago; senior vice president, **Rudolph H. Beeder,** chief engineer—system, **Santa Fe,** Chicago; and junior vice president, **C. J. Code,** assistant chief engineer—staff, **Pennsylvania,** Philadelphia. **Arthur B. Hillman,** retired chief engineer, **Chicago & Western Indiana** and **Belt of Chicago,** continues as treasurer.

ASSOCIATION OF AMERICAN RAILROADS.—**Miss Frances Krimmel** appointed manager of a new Women's division in the public relations department of the AAR at Washington, D.C. Miss Krimmel was formerly with Selvage & Lee where she was a public relations executive on several private-industry accounts.

BALTIMORE & OHIO.—**William E. Purdum,** assistant auditor freight traffic, promoted to auditor of freight traffic, Baltimore, succeeding the late **Walter A. McClean.**

BANGOR & AROOSTOOK.—**Kenneth S. Ludden,** assistant director of public relations, Bangor, Me., appointed assistant to the director of marketing. Mr. Ludden will continue his duties with the advertising program of the company.

CHESAPEAKE & OHIO.—**L. R. Long,** assistant treasurer, appointed tax commissioner, Detroit, succeeding **William A. McLintic,** appointed senior consultant—revenue research, with primary assignments regarding Railvan-Containerization-Piggyback (RA, Feb. 29, p. 46).

The jurisdiction of **G. E. Childers,** trainmaster, Ashland, Ky., extended to include the Big Sandy sub-division. Abolished position of trainmaster, Ashland, formerly held by **H. C. Marrs,** retired.

CHICAGO & EASTERN ILLINOIS.—**H. H. Wilke,** perishable freight sales manager, Chicago, retires Mar. 31.

Effective Apr. 1, the Louisville office will be located at 680 S. Fourth street, Suite 912, Louisville 2, Ky.

DETROIT, TOLEDO & IRONTON.—**Charles F. White,** traffic representative, 50 Church Street, New York, appointed eastern traffic representative there. **Harold R. Ashley** succeeds Mr. White. The New England traffic representative has resigned and sales and service matters will be under direction of the New York office.

ERIE.—**Charles M. Noyes,** examiner in the wage bureau, Cleveland, appointed assistant to vice president for operations, succeeding **Herman G. Violand,** retired (RA, Feb. 15, p. 38).

KANSAS, OKLAHOMA & GULF—MIDLAND VALLEY—OKLAHOMA CITY-ADA-ATOKA.—**John B. Creen,** vice president—traffic, appointed vice president—traffic and industrial development, Muskogee, Okla., effective April 1. **W. A. Carpenter,** vice president—industrial development, Muskogee, retires on that date. **L. H. Hammond,** traffic manager, named assistant vice president—industrial development. **Don P. Harper** appointed traffic manager—rates. **J. A. Schlereth** named general freight agent—rates. **H. E. Graham** appointed assistant traffic manager—divisions.

LOUISVILLE & NASHVILLE.—**Alfred James, Jr.,** superintendent, Knoxville and Atlanta division, Knoxville, Tenn., appointed assistant director of industrial development, Louisville, Ky.

MILWAUKEE.—**W. K. Peterson,** assistant data processing manager, Chicago, named assistant supervisor of stations—system there.

NEW HAVEN.—**A. J. Powers** appointed superintendent of rules, New Haven. Abolished position of chief rules examiner.

PENNSYLVANIA.—**John R. Brakebill,** office manager, Philadelphia, promoted to assistant district sales manager, New York, succeeding **Charles H. Wolfinger,** promoted to district sales manager, Cleveland, Ohio.

Nathan D. Payne, agent, Pittsburgh, named superintendent of stations, Indianapolis, to succeed **C. A. Thomas,** transferred (RA, Mar. 14, p. 62).

RUTLAND.—**Harold J. Nichols,** superintendent of telegraph, Rutland, Vt., appointed superintendent of the corporation, succeeding the late **William E. Lovett.**

SANTA FE.—**J. H. Blake,** assistant general manager, Albuquerque and Los Angeles divisions, Los Angeles, transferred to Western Lines, Amarillo, Tex., to replace the late **T. J. Anderson** (RA, Feb. 22, p. 28). **R. H. Adams,** superintendent, Chicago Terminal division, Corwith, Ill., named to replace Mr. Blake, and in turn is succeeded by **F. L. Elterman,** superintendent, Kansas City division, Argentine, Kan. **E. J. Bruce,** assistant superintendent, Kansas City division, Argentine, named to replace Mr. Elterman. **Lawrence Cena,** trainmaster, Gulf, Colorado & Santa Fe, Fort Worth, Tex., succeeds Mr. Bruce, and in turn is replaced by **W. C. Parks.**

Title of **B. V. Keefer,** supervisor of freight claim prevention, changed to supervisor of better freight handling.

SOO LINE.—**Ernest Jensen,** assistant general claim attorney, Minneapolis, appointed general claim attorney there, to succeed **Godfrey W. Anderson,** retired.

TOLEDO TERMINAL.—**Joseph S. Beattie** appointed general auditor, Toledo, Ohio, succeeding the late **Walter W. Kolhoff.** Mr. Beattie was formerly accountant for the **New York Central.**

WABASH.—**S. A. Toroian,** formerly special representative, Missouri Pacific, appointed manager of public relations, Wabash, St. Louis, succeeding **L. A. Brown,** director of advertising and public relations, who resigned to open a travel agency.

K. T. Wilson, special accountant, named to the newly created position of assistant auditor, St. Louis.

C. E. Hubbell appointed assistant purchasing agent, St. Louis.

WESTERN PACIFIC.—**F. B. Stratton,** director of industrial development, named director of industrial development and real estate.

OBITUARY

John Green, public relations representative and assistant editor, **Reading Company,** Philadelphia, Pa., died March 6.

John T. Whiteford, 60, general passenger traffic manager, **Grand Trunk Western-Canadian National,** died March 11 at Montreal.

Herbert E. Tucker, Jr., retired vice president-engineering, **Cardwell Westinghouse Co.,** died March 14 at his home in North Miami, Fla.

H. G. Pierson, retired traffic manager of the **Lehigh & Hudson River,** died March 1 in Warwick, N.Y.

Supply Trade

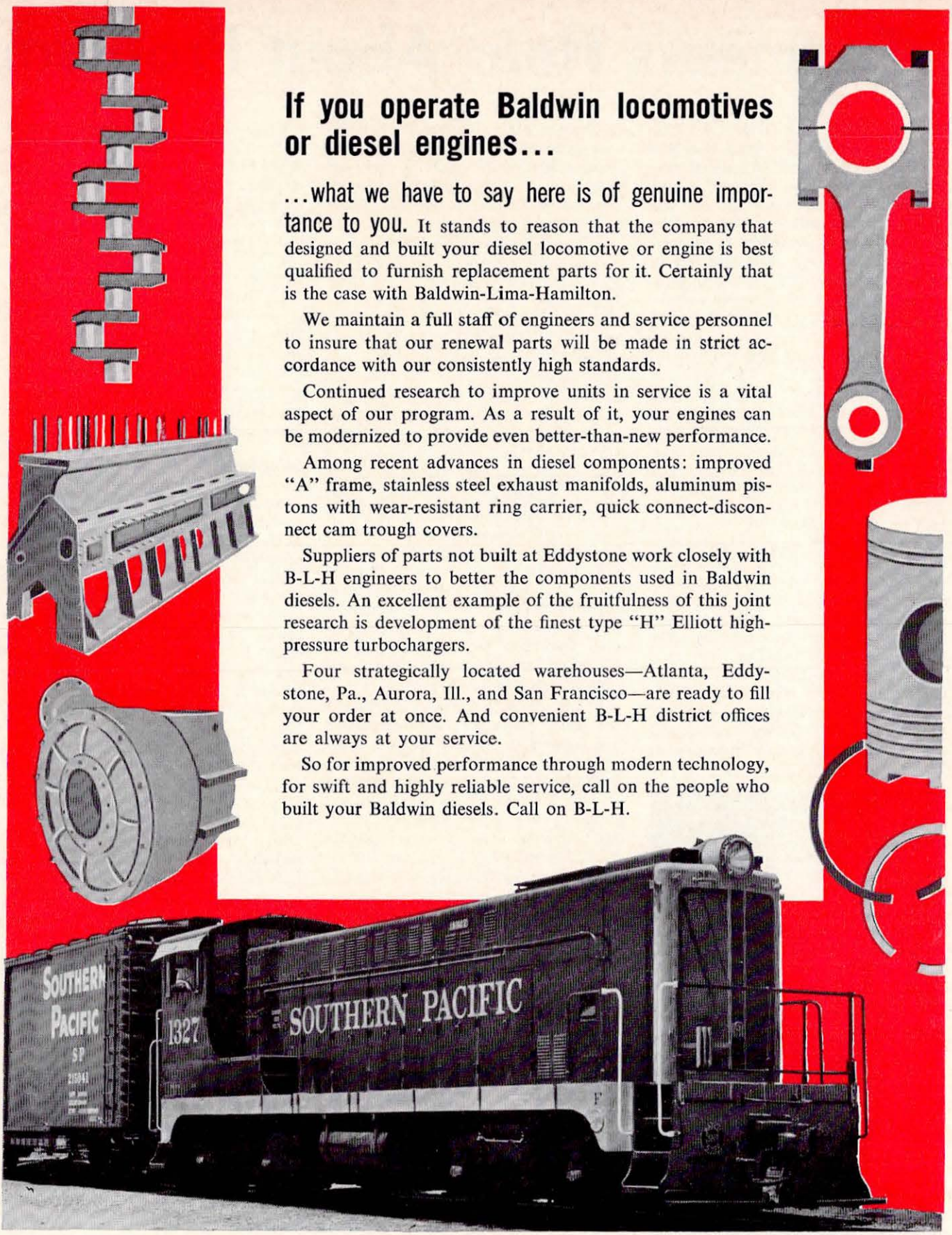
F. M. Sholders has been named manager of the midwestern district, **Graybar Electric Co., Inc.,** Kansas City, Mo., effective April 1. He succeeds **W. B. Whaley,** who has been made assistant treasurer of the company. Mr. Sholders has been branch manager at Omaha since 1957.

Unit Rail Anchor Corp., a division of Hubbard & Co., has appointed **Harry Leard** a special representative. Mr. Leard was formerly assistant chief engineer, maintenance of way, Virginian Railway.

William Wehr has been named product advertising supervisor on railroad products by **Aluminum Company of America. James A. Burt** has been appointed manager of railroad sales for the same company. Mr. Wehr succeeds **Richard Gage,** who has moved to the sales department. Mr. Burt's position is a newly created one.

John D. Dickinson, who has been handling equipment sales for **Krauss-Maffei, A. G.,** Munich, Germany, has been appointed United States and Canadian representative for this company.

Donald F. Over has been appointed manager of advertising and public relations and **David E. Birkhimer,** assistant manager, both in the Wood Preserving Division of **Koppers Co, Inc,** Pittsburgh, Pa.



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Engineers Hear About Problems

► **The Story at a Glance: At their annual convention last week members of the AREA heard 18 special features in addition to reports of the association's 23 standing committees. The special features included addresses by a number of management representatives who used some plain language in discussing engineering problems, present and future, and the duties and responsibilities of engineering officers.**

For railway engineering and maintenance-of-way officers, the future is full of problems and challenges.

This picture of what's ahead for these officers came out of addresses presented last week before the annual convention of the American Railway Engineering Association. The meeting was held at the Sherman Hotel, Chicago, March 14-16.

The addresses were presented mostly by representatives of top management.

In addition to outlining the problems facing engineering officers, a number of the speakers offered specific suggestions for solving them. On occasion this discussion of problems and their solutions was broadened to take in other departments, even management itself.

An address by Frederic B. Whitman, president of the Western Pacific, presented during the annual luncheon on March 15, fell in this category. Mr. Whitman made a number of "suggestions as to the various aspects of management philosophy" that he feels are necessary to enable the railroads to meet the challenges facing them. These suggestions, summarized, are:

◄ **PRESIDENT** Frank R. Woolford, chief engineer of the Western Pacific, presides at the opening session on Monday, March 14.

- Improvement and development of a managerial philosophy of the "hard sell," designed greatly to increase freight sales. "This is in contrast to the past in that during that period efforts have been largely directed towards trying to develop ways and means of operating more efficiently and economically rather than toward developing and increasing our ability to secure for ourselves a greater proportion of total transportation market."

- Application of the process of careful analysis of all the factors involved in any problem and an even more careful examination of what can be accomplished to change those factors. "In other words, our efforts should be directed toward finding long-range solutions of problems and development of programs to prevent these problems from recurring, rather than devoting as much effort as we have toward just meeting emergencies."

- The development of skill in encouraging managers and employees alike to develop new and original ideas. "If we are going to meet the challenge confronting us, the encouragement to develop this skill on the part of all our people to develop new ideas and to accept changes more readily becomes vitally important."

- Education of managers to use better techniques in handling human relations. Mr. Whitman's observation is that "many engineers tend to be more interested in machines than in people." Everything possible should be done, he said, to encourage the development of greater skill in understanding people and getting them to do things "because we must always come back to the realization that it is people, not machines, who accomplish things."

- Intensification of "efforts to look into the future and anticipate changes which are sure to come . . . If we do a careful job of reviewing all the available statistical facts and material which has to do with future events, I am sure we can greatly improve our skill in long-range planning."

C. D. Buford, vice-president, Operations and Maintenance Department, AAR, making the keynote speech at the opening session, not only pointed out the problem areas but told the engineers how they could help in putting corrective measures into effect. For example, he urged maintenance officers to provide for speedy release, or to avoid using, types of cars needed for revenue service. In this category, he included hopper cars loaded with ballast, cinders and similar material, gondola cars ranging in length from 61 to 65 ft, and special types of box cars, including double-door 40-ft cars and 50-ft cars of all types.

Support for Legislation Asked

Mr. Buford also believes engineers can be helpful in supporting several items of legislation proposed by the railroads. One of these is a proposal calling for a maximum life span of 15 years for rolling stock and 20 years for other property for depreciation purposes. This proposal, he said, "if enacted into law would free important sums of money with which to purchase the heavy equipment, tools and facilities to conduct a railroad operation."

He also urged support of a proposal that would allow railroads to set up so-called construction reserve funds out of pre-tax income. "This proposal," he said, "would immediately make available large sums of cash for capital spending which would otherwise be paid out each year in taxes." Another beneficial aspect of the construction reserve plan, as mentioned by Mr. Buford, "is that it would tend to level out the extreme cyclical pattern in present railroad purchasing programs."

As "exciting challenges" facing engineering officers, Mr. Buford mentioned these:

- Extension of the practice of prefabrication to reinforced concrete bridge components to "cut the cost and time of erecting grade separations, such as is now being done in Europe."

- Standardization of many railroad structures with the view of low-cost manufacture of components at central points, "reducing the field job primarily to one of adequate foundation and assembly of components."

- Added engineering work in connection with team-track installations and development of economical paving methods and materials, needs resulting from the trend toward transport coordination, "best exemplified by the re-

and Get Ideas on Solving Them

cent growth in piggyback and container traffic."

- The devising of efficient low-cost facilities for the production of "compensatory commuter service to be paid for by the people or the communty so served."

Engineers' Responsibilities

Specific suggestions regarding the duties and responsibilities of maintenance officers, sometimes couched in sharp language, were contained in an address by D. W. Brosnan, vice president-operations, Southern System.

Each engineer, he said, "bears a moral responsibility which you cannot escape, to give to your company continuously the best that you have to offer in the way of devotion to duty and forward thinking in engineering and maintenance matters. There is far too much lassitude, or a feeling of 'let someone else do it.' Each and every railroad has need for the best use of the brains and abilities which are represented by you men."

Mr. Brosnan threw out a warning about "sacred cows" and "too much 'gay nineties' thinking." He warned against the type of thinking reflected in the expression "this will work on that railroad, but it won't work on mine."

When designing such facilities as yards and shops, said Mr. Brosnan, engineers "have a responsibility to be forward-looking—to embrace the best that is available in technology and systems of work organizations—to produce efficient economical operation." Yards should be so designed, he said, that when cars "come in at one end, they keep moving in one direction until they go out," with no reverse movement. Such movement, he asserted, helps create bottlenecks and is "the big creator of waste."

M. I. Dunn, vice president-operations, Chesapeake & Ohio, discussing "Operating Innovations—Present and Future," outlined some possible future developments.

"Why not," he asked, "create centralized dispatching bureaus in this day of centralized traffic control, and eliminate divisions as we know them in favor of regions, districts—call them what you will—supervised by a manager?"

In maintenance of way, he said, "would it not be practicable to design a track-reconditioning train which would, in one operation, lift track, remove and replace wornout ties, plow out fouled ballast, pick it up and screen it and deposit it back underneath the ties?"

C. D. BUFORD, vice president, Operations and Maintenance Department, AAR, said "we must quickly develop more new procedures and break away from conventional maintenance methods wherever long-range economies can be expected."

D. W. BROSNAN, vice president—operations, Southern, told the engineers "duty demands" that they keep "informed of technologies in, as well as outside, the railroad industry and think in terms of adapting such things to your own maintenance programs."

With the objective of reducing the cost of handling long welded rails, Mr. Dunn suggested the possibility of doing the welding on the job. "This has been done successfully. However, the overall cost has not been significantly reduced."

Mr. Dunn also described the operation of the C&O's Car Location Information Center, a coast-to-coast Teletype network that makes it possible for the road's 56 freight-traffic offices to receive up-to-the minute Teletype information on the location of all cars shipped from or consigned to their respective territories.

Calling attention to the fact that the C&O was the first railroad to use an electronic digital computer (UNIVAC) Mr. Dunn says he sees UNIVAC teaming up with CLIC to help "us get more work out of power and cars."

Another special feature of particular significance at this time was an address by C. J. Code, assistant chief engineer-staff, of the PRR. Mr. Code is chairman of the AAR Joint Committee on Relations Between Track and Equipment. This committee is currently concerned with a proposal to limit wheel loads of both cars and locomotives.

A recommendation developed by the joint committee, said Mr. Code, provided for the following limitations:

For 33-in wheels	26,400 lb.
For 36-in wheels	29,200 lb.
For 38-in wheels	31,200 lb.
For 40-in wheels	33,000 lb.
For 42-in wheels	34,900 lb.

When submitted for letter ballot before the AAR Mechanical Division in the summer of 1959, the vote, said Mr. Code, was approximately 60% affirmative and 40% negative. However, since the negative votes included several important roads the subject was referred back to the Car and Wheel Committees of the AAR. Mr. Code concluded: "It behooves all of us to use our influence on the Mechanical Division representatives to have the recommendations of the Joint Committee on Relations Between Track and Equipment approved and put into effect."

In the election of officers to serve the AREA during the ensuing year, E. J. Brown, chief engineer, Burlington Lines, was advanced from senior vice president to president. R. H. Beeder, chief engineer system, Santa Fe, was automatically advanced from junior vice president to senior vice president. C. J. Code, assistant chief engineer-staff, Pennsylvania, was elected junior vice president. (*For pictures, see p. 36, this issue.*)

New directors elected are C. J. Henry, chief engineer system, PRR; J. M. Trissal, vice president and chief engineer, IC; W. B. Throckmorton, chief engineer, Rock Island; and J. A. Bunjer, chief engineer, UP.

Members of the Nominating Committee are A. L. Sams, principal assistant engineer, IC; B. H. Crosland, chief engineer, Frisco; W. H. Huffman, assistant chief engineer — construction, C&NW; W. J. Jones, assistant engineer maintenance of way and structures, SP; and L. S. Crane, assistant chief mechanical officer, Southern System.

You Ought To Know...

A mile-long piggyback train—longest ever operated on the Pennsylvania—carried 125 truck trailers from the New York-Philadelphia area to Chicago March 10. The 72 TOFC flat cars were pulled by five 1,750-hp diesels, for an overall length of about 6,000 ft. A PRR spokesman said snow conditions in the east "undoubtedly" caused the extra rush of trailers to the rails.

The Southern's methods for constructing track in panels, including a highly automated panel-fabricating plant at Atlanta, Ga., will be described at a meeting of the Mississippi Valley Maintenance of Way Club. The meeting will be held April 11 at the Ambassador-Kingsway hotel, St. Louis.

Only remaining overnight passenger service between Chicago and St. Louis will be operated by the Gulf, Mobile & Ohio, if the Illinois Commerce Commission approves a Wabash request for permission to drop its night train. Illinois Central overnight service was discontinued late in 1958. High costs and heavy losses are Wabash's reasons for wanting out. Losses last year totaled $325,567 on an out-of-pocket basis.

Plans to reincorporate the New York Central under the "up-to-date" laws of Delaware—and subsequently to merge four NYC subsidiaries into the company—have been announced by President Alfred E. Perlman. The system is now incorporated under the laws of New York, Pennsylvania, Ohio, Indiana, Illinois and Michigan. The four subsidiaries to be merged into the company after it becomes a Delaware corporation are the Boston & Albany Railroad Co., Ware River Railroad Co., Pittsfield & North Adams Railroad Co., and Beech Creek Extension Railroad Co.

Winter's worst punch failed to stop the railroads (RA, March 14, p. 69), and the New York Central placed ads in 22 on-line papers to record the triumph. The ads praised NYC employees who worked "around the clock" to take care of travelers when snow grounded airplanes and closed thruways in the East and Midwest. NYC said it spent an extra $250,000 a day to keep its trains moving during the wintry onslaught.

C&NW has wooed and won its commuters, to all outward appearances. The road's request for a 7½% fare increase sailed through an examiner's hearing in an hour and a half—with only token opposition—and was then taken under advisement. Last time around, when C&NW revamped its entire suburban structure, the case dragged on for months before decision was made. North Western wants the new increase to take effect April 1—and as yet there's been no indication of suspension.

Last run for Burlington's "Pioneer Zephyr" was scheduled for Sunday, March 20—a special trip from Lincoln, Neb., to Galesburg, Ill. Next stop for the articulated streamliner: Chicago's Museum of Science and Industry (RA, Feb. 29, p. 64).

A fire-destroyed bridge over the Quinnipiac River is being rebuilt by the New Haven. The road is using pre-stressed concrete piles to get the bridge, between westbound classification yards and departure yards at Cedar Hill (New Haven), Conn., back in service by the end of March. Cost: about $200,000.

The Wenner-Gren Yukon railroad will be begun April 1, as scheduled, according to British Columbia Premier W. A. C. Bennett, in reply to questions raised in the provincial legislature. The new line, to run from a Pacific Great Eastern connection to the Yukon border, will be a conventional railroad, the premier said, and added, according to published reports, "monorail had been only the dream of promotion men in the East."

Eleven railroad employees were killed on duty and 1,140 injured in January 1960, compared with 21 deaths and 1,233 injuries in January 1959. Five passengers were killed and 176 injured in train and train-service accidents in January 1960, compared with two killed and 152 injured in January 1959.

"Transportation Research"—a booklet listing transport research activities of universities, government agencies, research organizations and business firms—is now available from the Transportation Association of America, 1710 H St., N. W., Washington 6, D.C. Single copies are free, additional copies 25 cents each.

Construction of ten 2,000-car, "Park-'N'-Ride" garages adjacent to suburban commuter railway stations has been recommended by Chicago Transit Authority. Also included in the CTA's $400 million program is the interconnecting of stores and office buildings at basement level with subway routes and the extension of the sub-street pedestrian network; additional "Park-'N'-Ride" garages at outlying CTA stations; and the extension of rapid transit service farther out from the central district. The program calls for a combination of public and private financing.

Railroad employment dropped to 785,286 in mid-February—.07% below the preceding month and 3.34% below February 1959, according to the ICC's Bureau of Transport Economics and Statistics.

"A very good summer season" for its passenger business is anticipated by UP. National Parks service looks especially promising, according to GPTM E. A. Klippel, "and we are tailoring our service to fit the needs of Park visitors as well as transcontinental travelers." Among the changes UP is making: Separate operation of the "Challenger" (all-coach) and "City of Los Angeles" (all-room) effective June 1; daily operation of the "City of Las Vegas" effective May 28; and inauguration of summer sleeping car service to five National Parks effective June 19 and 20.

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Advertisers' Index

Allied Chemical Corp., General Chemical Div. ..... BC
Automatic Electric Sales Corp. 12-13

Baldwin-Lima-Hamilton Corp. 37
Bethlehem Steel Co. 3

Chipman Chemical Co., Inc. 34

Edgewater Steel Co. 28
Erman-Howell Div., Luria Steel & Trading Corp. 41

Halliburton Oil Well Cementing Co. 4

Kershaw Manufacturing Co. 19

Magnus Metal Corp. 8
Magor Car Corp. ..... IBC
McGraw Edison Co., Storage Battery Div. 32

Nalco Chemical Co. 41

Osmose Wood Preserving Co. of America, Inc. 33

Philco Corp. 11
Portland Cement Association 6

Rail Joint Company 15
Rail & Industrial Equipment Co., Inc. 41
Railway Educational Bureau 41

Sinclair Refining Co. 24-25
Stran-Steel Corp. 22-23
Striegel Supply & Equipment Corp. 41

Texaco, Inc. ..... IFC

Union Switch & Signal, Div. of Westinghouse Air Brake Co. 16-17

Weiss Co., B. M. 41

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What Mileage Rate for Tank Cars?

We hear there's a project in the works to increase the mileage rate railroads pay on privately owned tank cars—from 4½ cents to 5½ cents per mile. As an expedient for temporary application, it may well be that such a rate change is desirable—and perhaps unavoidable. It ought, however, to be frankly recognized that a higher mileage rate might very well constitute overpayment for smaller and older cars, while falling short of being compensatory for a new car which will haul 18,000 gallons or more.

All railroad practices which are economically questionable should get critical attention—the sooner the better. Regardless of what steps must now be taken to provide for the effects of inflation in the costs of tank car ownership, a "quickie" solution ought not be accepted as a permanent substitute for a long-run policy in accord with economic realities.

One of the nation's ablest transportation economists, Ernest W. Williams, observed not long ago* that common carriers have over the years accumulated "unusual public obligations" for "comprehensive performance . . . under standards with respect to service and rates that are not economic standards." This development has led to "internal subsidization within the common carrier system."

What this means is that some traffic is called on to pay a high margin above cost, to enable other traffic to be hauled at much lower—perhaps below-cost—charges. And the traffic that is priced at a fancy profit margin is that which invites capture by transportation methods that do not practice "internal subsidization." Mr. Williams went on to say:

"In the sphere of rate making and rate regulations, no standard other than a cost standard is appropriate if the carriers are to seek their own long-run best interests. . . . This does not imply that value of service has lost its place in the rate making scheme, but rather that the measure of the value of one type of transport service is now the cost of transport by the nearest substitute form."

Mr. Williams was speaking, of course, about rates charged for the movement of freight—but the dangers of the practice of internal subsidies occur in services railroads purchase, as well as in those they sell. If the mileage rate paid for tank cars comes close to "averaging out" the cost of ownership of all types of tank cars, then the rate will probably be a windfall to the owner of a car that is both old and small, while it will not be at all conducive to the building of new cars of high capacity. The practice may even serve to induce the retention in service of a lot of old cars which, under the unfettered operation of economic forces, would be retired. Mileage payments burden railroads in competing for the shorter hauls.

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Some people seem to believe that the sooner smaller tank cars are replaced by "jumbo" cars, the better. Such a conclusion may be hasty—because there may very well be some traffic to which the smaller car is better adapted. But the smaller car should be retained, if it is retained, because of demonstrable economic superiority for some traffic—and not because it is accorded an artificially higher payment (in relation to capacity and cost) than is assigned to the larger car.

Railroad operating costs vary quite closely in proportion to the number of cars used in relation to tons handled. It costs, roughly, almost twice as much to handle 80,000 gal. in 10 small cars, as it does to handle the same load in 5 big cars. So railroad payments for car hire certainly should not be arbitrarily levied to favor the smaller car unduly. By the same token, payments for the smaller car should not be prejudicial either—because such action might conceal the actual advantage that smaller cars may sometimes afford.

Railroads have a valid and insistent complaint against government policies which tend to make some forms of transportation appear to be more economical than they are—and railroads, by comparison, less economical. The question of rates to be paid for equipment rental is, by comparison, a miniscule problem—but the same economic principles are applicable. Long-run solutions to complex questions cannot be improvised overnight, and stop-gap offsets to inflationary costs may be necessary (e.g., a flat increase in the present tank car mileage rates). But, in the long run, it is almost always more profitable to operate in harmony with economic forces than to persist in practices which seek to counteract these forces.

* In an address at Pittsburgh, October 31, 1959.

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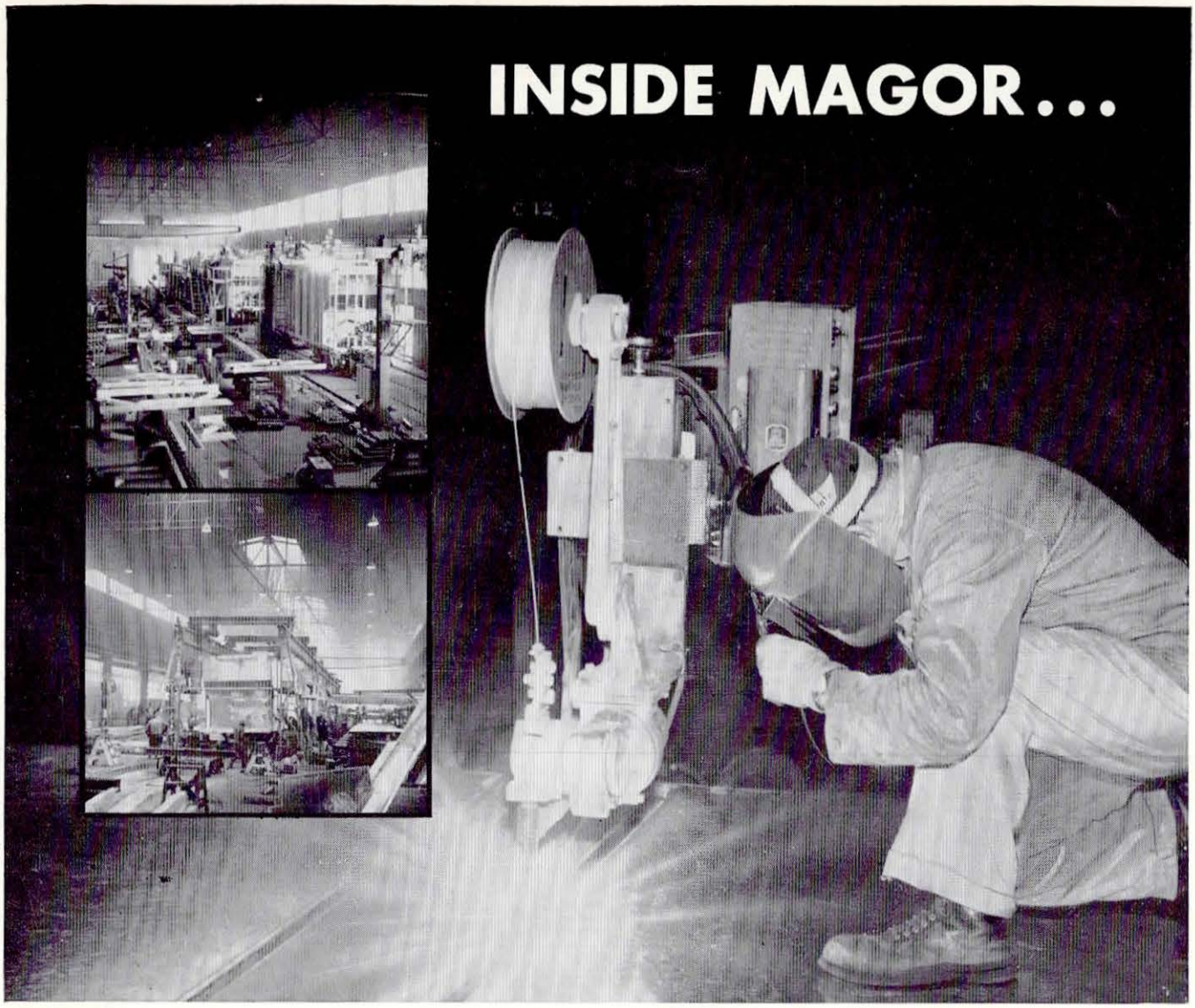

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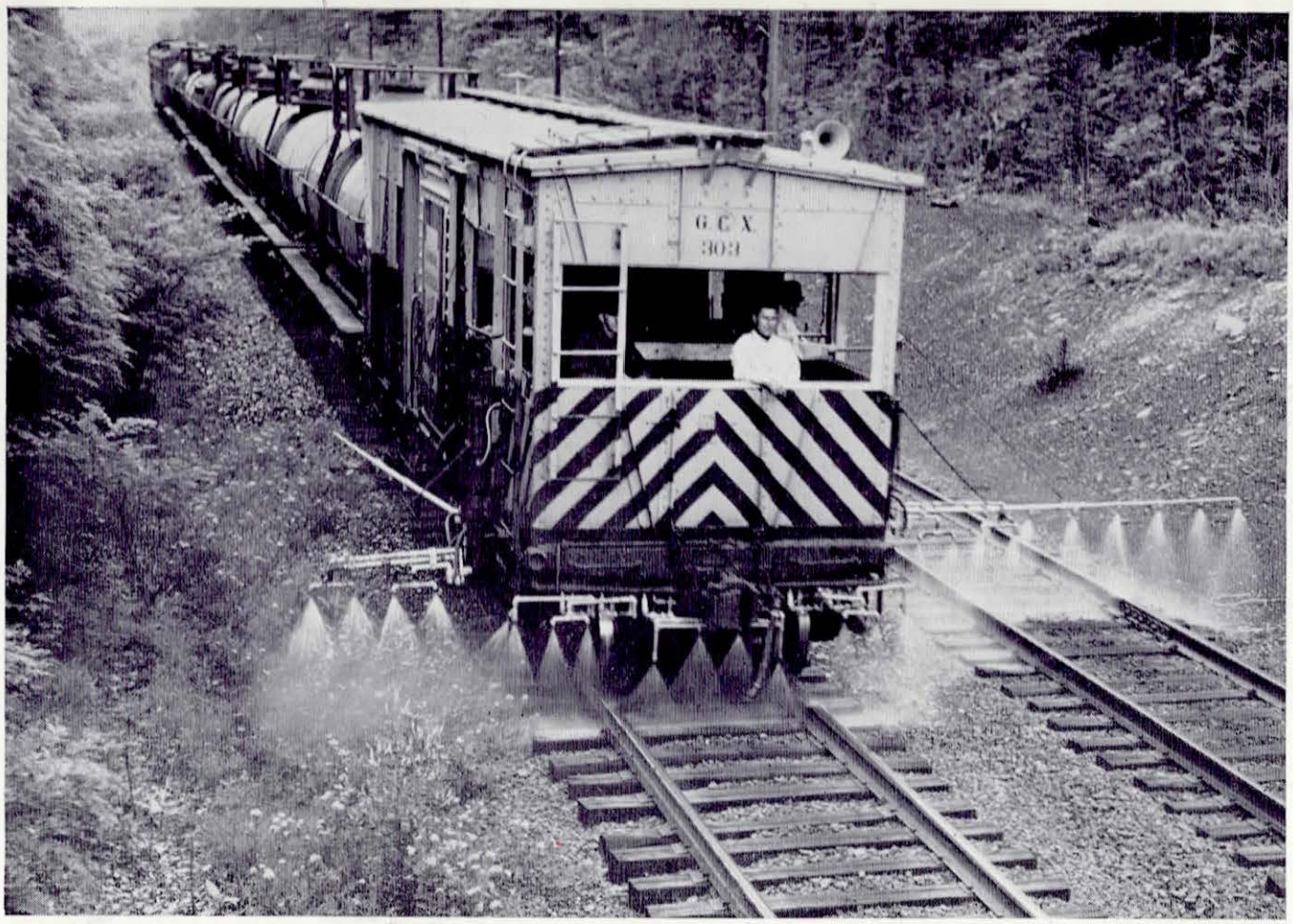

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